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Photo courtesy Kawasaki.

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Photo by DPPI Media.

ON THE FRONT COVER: *Racing Editor Chris Ulrich rides Tyler O'Hara's MotoAmerica King Of The Baggers Championship-winning Indian Challenger at Chuckwalla Valley Raceway in Desert Center, California.*

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EDITOR
John D. Ulrich

RACING EDITOR
Chris Ulrich

ASSOCIATE EDITOR
David Swarts

EDITOR AT LARGE
Michael Gougis

MOTOGP EDITOR
Mat Oxley

WILD CARD EDITOR
Sam Fleming

SPECIAL AGENT
Melissa Berkoff

CONTRIBUTORS
Brian J. Nelson

PUBLISHER
Trudy Ulrich

ADVERTISING
SALES DIRECTOR
Anne Roberts
anne@roadracingworld.com

CUSTOMER SERVICE
customerservice@
roadracingworld.com

GRAPHIC DESIGN
Alyssa Breymann

CLASSIFIED ADS
customerservice@
roadracingworld.com

SUBSCRIPTIONS
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Trudy Ulrich, President

MAILING ADDRESS
P. O. Box 1428
Lake Elsinore CA 92531
Phone (909) 654-4779
FAX (951) 245-6417

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LETTERS To The Editor

Turning Back Time In MotoGP

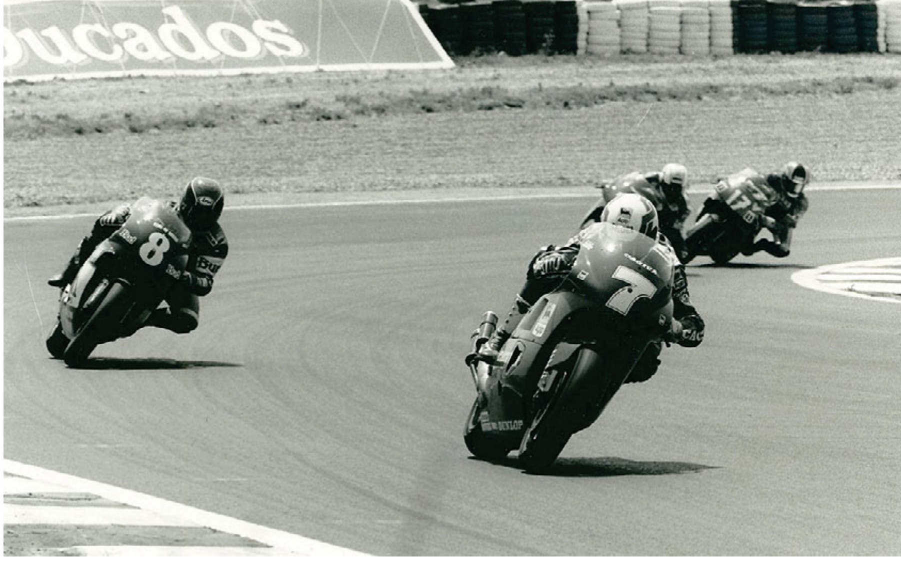
I remember reading in 1993 about Randy Mamola racing a Cagiva 500 in MotoGP (then known as 500cc GP). He called Pirelli on a Saturday afternoon and they made him a couple of tires and over-nighted them to him and he won the race.

I'm sorry but MotoGP has way too many rules. The cost is a joke. If you want more OEMs, cut the cost and rules. Each year what OEM's chassis likes that year's tire wins, and that's the truth.

Do away with the electronics and winglets and let the riders ride just like off-road (so) it's the rider's skill that wins championships. We don't need F1 rules in motorcycle racing, that's how Ducati won (last year).

Daniel Markli
Pike Kearneysville, Nevada

American Randy Mamola raced a Cagiva in 1988-1989-1990 with a best finish of 3rd in 1998, followed by a 4th, a 6th, a 7th, a 10th and an 11th; a best finish of 7th in 1989, also finishing 11th (four times) and 12th; and a best finish of 6th in 1990, followed by a 9th, a 10th, and an 11th. He finished 12th in the 1988 500cc World Championship, 18th in 1989, and 13th in 1990. Mamola last raced in 500cc Grand Prix in 1992 (he sat out 1991), and finished 10th in the 1992 World Championship, (with a best finish of third) on a Yamaha YZR500. The highlights of his career included winning 13 500cc GP races; finishing 2nd in 22 races; finishing 3rd in 19 races; and finishing 2nd in World Championship points four times (twice on a Suzuki, once on a Honda, and once on a Yamaha) and 3rd in points twice (once each on a Suzuki and a Yamaha)...Editor.



(Above) Randy Mamola (8) on his Bud Yamaha YZR500 chases Eddie Lawson (7) on a Cagiva and leads Alex Barros on a Cagiva and Miguel Duhamel (17) on a Yamaha, during the 1992 Spanish 500cc Grand Prix at Jerez. Photo by Patrick Gosling. (Left) Mamola waits as tuner Warren Willing adjusts the Yamaha's front forks at Eastern Creek, Sydney, Australia. Photo by Colin Fraser.

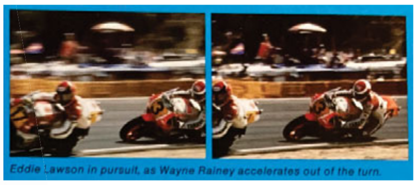
A 3D Calendar From 1989

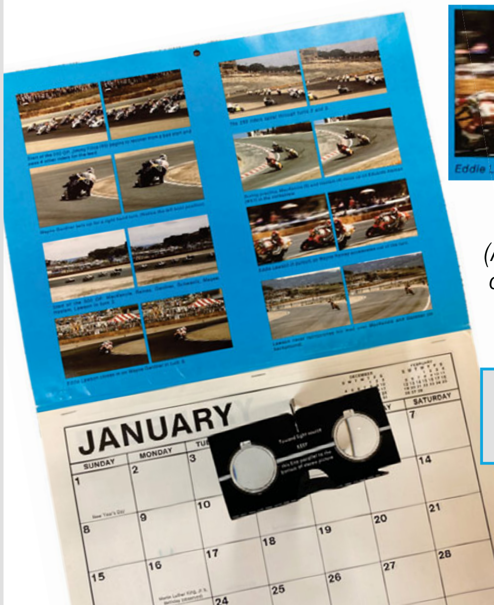
Here is one of my vain attempts at fame and fortune years ago (in 1989) by producing a 3D calendar using photos from the inaugural USGP races at Laguna Seca. It turns out that the dates for 2023 are the same as those of 1989.

I obtained a photo pass via being an contributor to "Stereo World," the magazine for enthusiasts of 3D. I used two Minolta cameras with autowinders mounted on a long aluminum bar. Wide separation of the cameras was necessary to preserve the stereo effect when using telephoto lenses, and alignment had to be spot-on. The shutters were synchronized (very important) via switch and electrical contact to the cable release ports of the cameras. Of course all of this equipment (and camping gear) was loaded onto my 1986 Suzuki GSX-R1100 for the journey up Highway 1 from Huntington Beach to Laguna. (I still have and ride the bike.)

Being a nut for 3D and motorcycle racing and a subscriber to your publication (at that time) *American Roadracing*, I wanted to combine the two and came up with this calendar. It would have been nice to have an image for each month, but I soon realized that it would be extraordinarily expensive to do—being printed at 300 lines per inch. Along with the viewer, this was the basic technology back in the day for looking at printed photos in 3D. In today's world I suppose the thing to do would be to make a digital 3D video, and wear some sort of Oculus VR headset. I think that a few years back MotoGP had experimented/toyed with on-bike 3D, but it didn't go very far.

Marvin Josephson
Cambria, California


Eddie Lawson in pursuit, as Wayne Rainey accelerates out of the turn.



(Above) Two offset photos used to create a 3D effect. (Left) The opening pages of a 3D calendar from the 1989 US Grand Prix at Laguna Seca, and the special viewing glasses needed to see photos in 3D. Action photos by Marvin Josephson.

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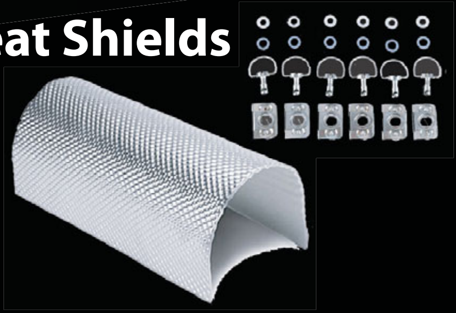

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INSIDE INFO

By David Swarts

New Bike/Manufacturer News

Buell Motorcycle Company is collaborating with ***Roland Sands Design (RSD)*** to create a new Super Cruiser model intended for the 2025 model year, and the initial prototype was unveiled to the motorcycle media in Long Beach, California, in February. “Building a cruiser was something we always contemplated,” said ***Bill Melvin***, CEO of Buell Motorcycle Co. “The market is full of American manufacturers known mostly for big, heavy bikes—not fast, hot ones like the famous V-Twins of the 1930s. Our Buell Super Cruiser will be the hottest bike on the market. Period.”

(Above) The Kawasaki ZX-4 KRT Edition's 399cc four-cylinder engine revs to 16,000 rpm. (Inset) The instrument panel in Circuit Mode. (Left) Roland Sands with the 1190cc, 175-horsepower V-Twin RSD Buell Super Cruiser.

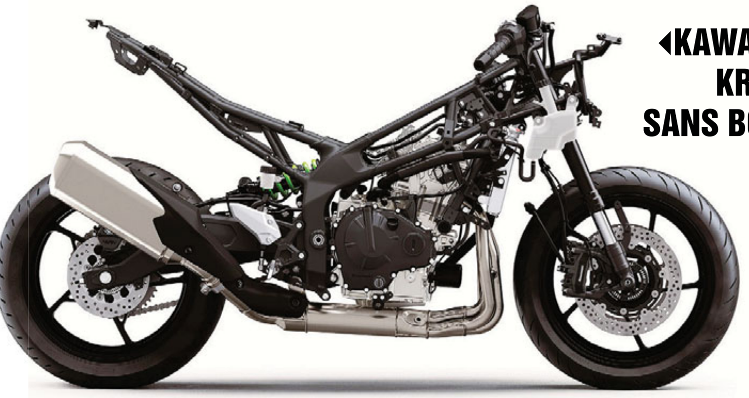
“When Bill first approached us about building a high-performance cruiser using the Buell motor, it was as if the bike designed itself,” said ***Roland Sands***. “Considering the history of Buell and the market’s need for a truly high-performance cruiser, and the build quality of the existing Buell chassis parts, motor, and rolling kit, the project was a natural fit.”

The RSD Buell Super Cruiser utilizes the 175-horsepower 1190cc liquid-cooled V-Twin engine, six-speed transmission, aluminum rear swingarm, 17-inch aluminum alloy wheels, and iconic inside-out perimeter-mounted front brake disc and connects it all with a new tubular steel frame, a custom Penske rear shock, extended stock front forks with GP Suspension internals, a deeply dished-out seat, a teardrop fuel tank, mid-mount foot controls, a high and flat single handlebar, a 2-into-1 exhaust system, and a custom radiator. The bike is claimed to weigh 450 pounds.

Harley-Davidson has revealed limited-edition 120th Anniversary models for 2023. The 120th Anniversary models include a CVO Road Glide Limited Anniversary (only 1,500 units will be produced); Ultra Limited Anniversary (1,300 units); Tri Glide Ultra Anniversary (1,100 units); Street Glide Special Anniversary (1,600 units); Road Glide Special Anniversary (1,600 units); Fat Boy 114 Anniversary (3,000 units); and Heritage Classic 114 Anniversary (1,700 units). The differences between the Anniversary models and standard models will primarily be in the color scheme and badges identifying their limited production. Manufacturer’s Suggested Retail Prices for the 120th Anniversary models are TBA. For more information, go to www.h-d.com.

Kawasaki is out to “redefine the 400cc supersport category” with the introduction of the all-new Ninja ZX-4RR KRT Edition. The new machine is powered by a liquid-cooled, DOHC, 399cc inline four-cylinder engine that redlines at 16,000 rpm. Bore and stroke are 57.0mm x 39.2mm, and the compression ratio of 12.3:1 allows the use of regular gasoline, according to Kawasaki. Intake ports are machined in two stages to create a straighter path and increase the flow of the fuel-air mixture. The intake valves are 22.1mm in diameter while the exhaust valves are 19.0mm. The valves are actuated by lightweight forged camshafts working with triple-rate valve springs. The pistons are cast aluminum with molybdenum coating on the skirts for durability. The engine breathes through a Ram Air intake system that wraps around the left fork leg to feed an airbox containing staggered 60mm and 40mm intake funnels to smooth power delivery and flatten the torque curve. The funnels fit on a bank of 34mm throttle bodies with electronically controlled throttle valves that enable Riding Modes (Sport, Road, Rain, and Rider/manual setting), Power Modes (Low and Full), and three-way-adjustable Kawasaki TRaction Control (KTRC).

The ZX-4RR KRT Edition’s rider aids can be adjusted using the 4.3-inch Thin-Film Transistor (TFT) color instrument panel, which comes with a Circuit Mode that more prominently displays lap timing and other track-related information. The instrument display also has Bluetooth technology that allows the owner to connect to the motorcycle wirelessly via a smart phone and, using Kawasaki’s RIDEOLOGY THE APP, access functions and data from the motorcycle. A bi-directional Kawasaki Quick Shifter is standard and works with an Assist & Slipper Clutch and a six-speed transmission.



◂KAWASAKI ZX-4 KRT EDITION, SANS BODYWORK.

▴RACE-INSPIRED KTM RC 390

(Left) KTM RC 390 in blue and orange. (Below) KTM 200 Duke in gray and orange.

The Ninja ZX-4RR has a trellis-style main frame made from high-tensile steel tubing that balances strength and flex, according to the manufacturer. The asymmetrical rear swingarm is also made from high-tensile steel. The arch in the right side of the swingarm allows the exhaust silencer (designed to easily be swapped with an aftermarket slip-on unit, according to Kawasaki) of the four-into-one exhaust system to tuck in more tightly for greater cornering clearance. The Ninja ZX-4RR comes with inverted 37mm Showa SFF-BP (Separate Function Fork—Big Piston) front forks similar to those found on the ZX-6R, but only spring preload is adjustable. The Showa BFRC (Balance Free Rear Cushion) Lite rear shock, which is similar to the unit on a ZX-10R, works with a horizontal linkage and is adjustable for compression and rebound damping as well as spring preload.

The brake system includes dual 290mm (11.4-inch) front discs, radial-mount four-piston (32mm and 30mm) monoblock front calipers, and Nissin’s latest ABS control unit. The five-spoke cast aluminum wheels come fitted with 120/70-ZR17 front and 160/60-ZR17 rear Dunlop Sportmax GPR-300 sport radials. Wheelbase is 54.3 inches (1,379mm), rake is 23.5˚, trail is 3.8 inches (99mm), seat height is 31.5 inches (800mm), fuel capacity is 4.0 gallons (15.1 liters), claimed wet weight is 414.5 pounds (188 kg), and MSRP of the 2023 Kawasaki Ninja ZX-4RR KRT Edition is $9,699.

Kawasaki’s Ninja H2 SX SE sport tourer returns for 2023 with a new feature—Auto Hi-Beam (AHB) headlights. AHB automatically switches the headlight high beams on and off as necessary depending on the brightness its camera senses ahead of the motorcycle. AHB works when the headlight switch is turned to high beam, the environment is dark, and the motorcycle is moving above 12.4 mph (20 kph). The rest of the Ninja H2 SX SE remains unchanged, including its supercharged 998cc inline four-cylinder engine, its tubular steel trellis main frame, its single-sided aluminum swingarm, and its host of electronic rider aids and features (including Adaptive Cruise Control, Forward Collision Warning, Blind Spot Detection, and Kawasaki Electronically Controlled Suspension). Color-matched 28-liter hard side cases remain available as an accessory. MSRP for the 2023 Kawasaki Ninja H2 SX SE is $28,000.

KTM has added new color options for its North American streetbike line. The 200 Duke now comes in a new gray and orange color scheme to go with the returning black and orange version. The 390 Duke is available in two new “colorways,” as the company puts it, orange with blue/gray, plus black and gray. And the RC 390 can now be had with a race-inspired GP Orange color and graphics scheme to go with the returning blue and orange option. Visit www.ktm.com or a KTM dealer for more information.

International Racing News ○

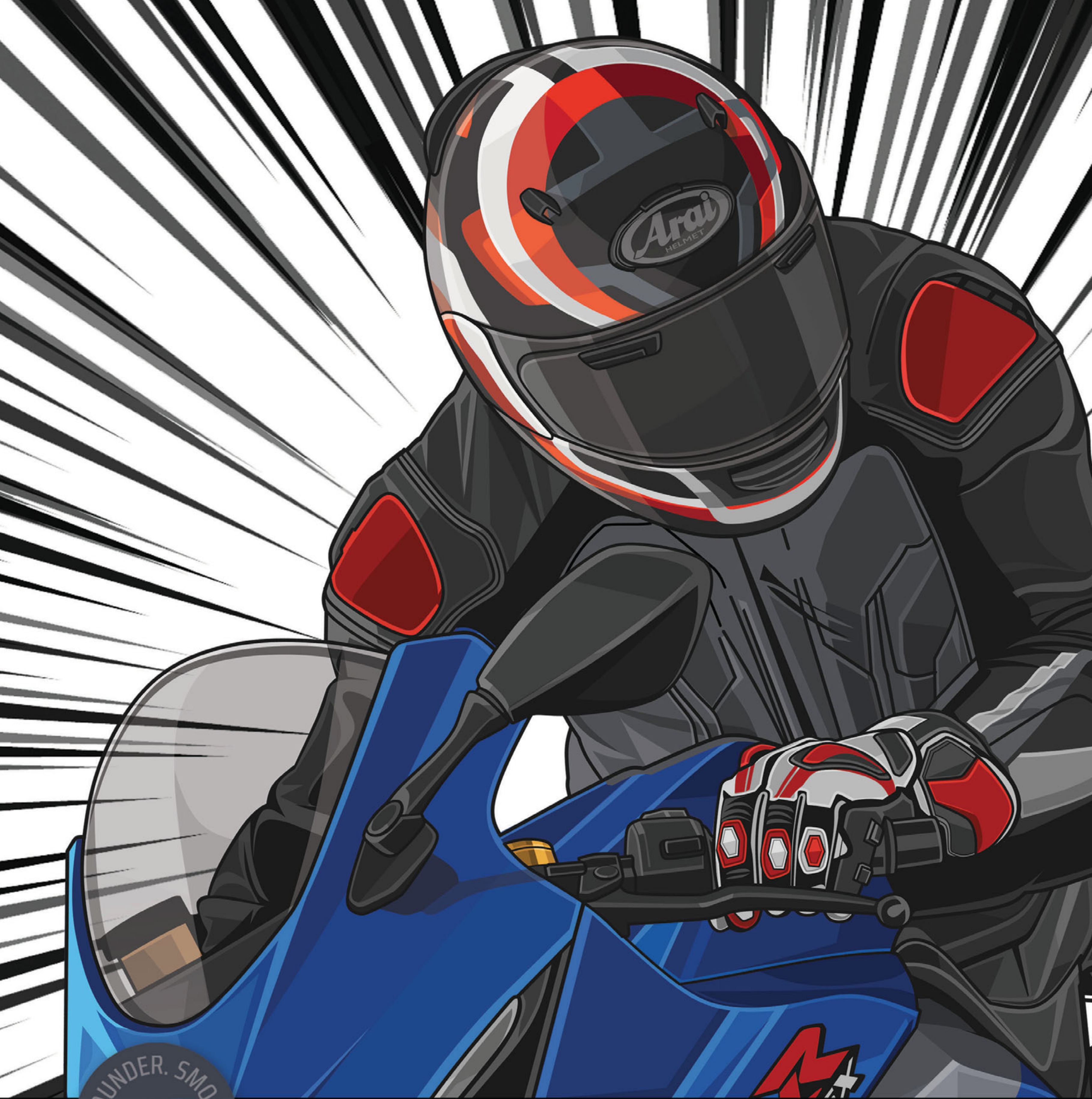
▴JONAS FOLGER

MotoGP Legend turned KTM test rider ***Dani Pedrosa*** will race a factory KTM RC16 in the MotoGP event at Jerez. Pedrosa last ran a MotoGP race at the Red Bull Ring in 2021 and finished 10th. The 31-time MotoGP race winner retired from full-time racing at the end of the 2018 season and has been with KTM's MotoGP testing program since 2019.

In addition to Pedrosa and ***Mika Kallio***, KTM has added German ***Jonas Folger*** to its cadre of MotoGP test riders. Folger, 29, competed in nine full World Championship seasons with five victories across the 125cc, Moto3, and Moto2 classes and he finished on the MotoGP podium in the German Grand Prix during his rookie season. Folger made his testing debut for KTM at Sepang in February.

DANI PEDROSA (26)▸

Toprak Razgatlioğlu came back from a crash on his Pata Yamaha YZF-R1 on Day Two to post the fastest lap time during a two-day World Superbike test at Jerez. Razgatlioğlu, the 2021 Superbike World Champion, turned a 1:38.269 lap, which was marginally quicker than six-time World Champion ***Jonathan Rea*** went (1:38.352) on his factory Kawa-



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saki ZX-10RR, and also quicker than defending Superbike World Champion ***Alvaro Bautista*** went (1:38.646) on his Aruba.it Racing Ducati Panigale V4 R. Bautista's teammate ***Michael Rinaldi*** followed him in the order with a 1:38.646. Just outside of the 1:38s was Rea's teammate Alex Lowes with a 1:39.175. GYTR GRT Yamaha's rookie rider, two-time Supersport World Champion ***Dominique Aegerter***, impressed with a sixth-best 1:39.193 on his new YZF-R1. Razgatlioğlu's teammate ***Andrea Locatelli*** was next on the time sheet with a 1:39.290. Then came ***Danilo Petrucci*** (1:39.311), who will be making his World Superbike debut on a Spark Barni Racing Ducati in 2023. ***Iker Lecuona*** led the way for Team HRC Honda with an eighth-best 1:39.337, while Bonovo Action Racing's ***Loris Baz*** was the top BMW man with a ninth-quickest 1:39.517, just ahead of factory BMW rider ***Scott Redding's*** 1:39.710. Baz's teammate, American ***Garrett Gerloff***, was 15th on the final time sheet with a best lap at 1:40.101 in his first dry track time on his new BMW M 1000 RR.

A few days later, most of the World Superbike teams moved west to Algarve International Circuit, in Portimao, Portugal, for two more days of testing in warmer conditions. The better conditions resulted in four riders going under the existing WorldSBK all-time lap record for the track, 1:39.610. Bautista led the way with a 1:39.035 in spite of a crash that caused a red flag during the test. The Spaniard was uninjured in the fall at Turn Seven. "We did a good job at both Jerez and Portimao tests," said Bautista. "The time we set today is not very important. What gives us great confidence is the feeling with the bike, which is really positive. We did a great job with the team, trying to pay attention to even the smallest details."

Rea, who worked on chassis balance at the test, came away as the best of the rest with a 1:39.043. "Our test was positive," said Rea. "Again, we were just step-by-step working with the new electronics guys, and the changes they made to my requests. So, we have more of an understanding, a good understanding, already. Of course, it is still a work in progress. From the testing side today, we had some development rear tires from Pirelli to try. Last week in the Jerez test we had front tires to test, this time it was two different options of SCX rears. The track was in strange shape because I was much better with harder compound tires than softer tires. Every time we put a softer tire in, trying to make a time attack, the lap time wasn't coming. From a chassis point of view, we tried a couple of new items at this test that influenced the bike in a really positive direction, so I feel we have made a step. You never really know until the lights go out, but I think that we have had

(Above) Remy Gardner (87) airborne in World Superbike tests at Portimao. (Left) Superbike Champion Alvaro Bautista (1) at Portimao. (Below) Danilo Petrucci (9) during WSBK tests at Jerez. Dorna photos.

(Above) Jonathan Rea in World Superbike testing at Jerez. (Left) American Garrett Gerloff (31) at Jerez.

Ten Years Ago... By John Ulrich

2013

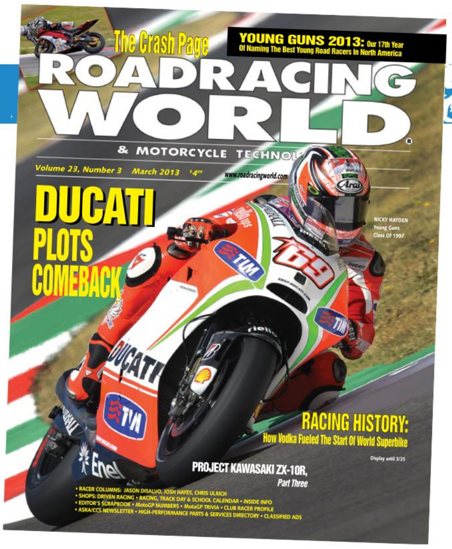
American star and 2006 MotoGP World Champion Nicky Hayden was on the cover of the March 2013 issue, 16 years after he debuted in our second annual Young Guns feature, in 1997.

The 17th edition of our annual Young Guns feature took up nine pages in the magazine issue and highlighted 30 up-and-coming riders age 18 and under, including Corey Alexander, Kaleb De Keyrel, Wyatt Farris, Garrett Gerloff, Hayden Gillim, Jake Lewis, Stefano Mesa, Joe Roberts, Hayden Schultz and others who went on to podium or win in AMA Pro and MotoAmerica races.

Mat Oxley looked at Ducati's latest plan to revive its disastrous MotoGP program, and David Swarts interviewed Hayden, who remained upbeat despite the problems with the latest 800cc Desmosedici Ducatis.

Oxley also chronicled retired racer Steve McLaughlin launching the Superbike World Championship—with financial backing from Jim France—25 years earlier.

The Kids' Page featured 15-year-old Hayden Schultz, and New Products included a "Strider No-Pedal Balance Bike," built for kids from 18-months up to 5 years and had a suggested retail price of $110. **RW**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PROJECT KAWASAKI ZX-10R, Part Three

a decent winter (break), albeit a short one. I am quite happy with our two days work at Portimao."

Rinaldi was right on pace again with a 1:39.144 for third on the final time sheet. And Razgatlioğlu was the fourth and final rider under the lap record with his 1:39.441 while working with new swingarms and rear suspension set-ups. "Today we had a really good start and I felt good," said Razgatlioğlu. "I used the SCX race tire and saw very good lap time, 1:39.4. I think this is a very good lap time, but here the track condition changed a lot during the day. And after we work with the new parts and new swingarm. At the end of today I use again the old one because we check which one is better. Finally, my feeling on the bike is much better with the whole package and I am confident. I don't have a time for the Q tire today, because you know, at the end of the day it is very cold. So, I say, I don't need Q tire, and also I did the very good lap time with SCX tire. Maybe next time I am trying (for) 1:38. I am ready for the season and ready for the fighting."

Razgatlioğlu's teammate Locatelli was just outside the lap record with a fifth-fastest 1:39.705 and just ahead of Honda's Lecuona (1:39.803), who crashed without injury. MotoGP refugee and WorldSBK rookie Remy Gardner followed and was seventh-quickest in Portugal with a 1:40.202 on his GYTR GRT Yamaha. Lecuona's teammate Xavi Vierge was next in the order with a 1:40.237. Tom Sykes broke into the top-10 with a ninth-quickest 1:40.586 on his new Puccetti Racing Kawasaki. Then came Rea's teammate Alex Lowes rounding out the top 10 with a 1:40.599. The top BMW man was once again Baz, whose 1:40.652 ranked him 11th overall. Gerloff ended up 14th with a 1:40.823.

(Above) American Racing Team members at a training camp, with guests Fabio Quartararo and Tony Arbolino. (Left) Team owner Eitan Butbul with new recruit Max Toth, a 17-year-old American.

American Racing Team has signed 17-year-old ***Max Toth*** to a "long-term management agreement, that will see him receive direct support from Apex Motorsport Agency for the 2023 JuniorGP Moto2 European Championship campaign," according to a press release. "Toth will race for Team MMR as part of a joint venture with the American Racing Team."

"I'm ecstatic about racing Moto2 in the JuniorGP for 2023," said Toth, an American who was the co-Champion in the 2022 CIV Aprilia RS 660 Trophy Cup and earned a podium finish in a RFME ESBK 600 Superstock Spanish National Championship race. "Being a Moto2 rider has been a dream of mine for a very long time and for it to actually come to fruition is a dream come true."

American Racing Team held an inaugural three-week winter training camp in Southern California in January for Toth and the team's Moto2 World Championship riders ***Sean Dylan Kelly*** and ***Rory Skinner***. The three riders spent days riding motocross, supermoto, flat track, enduro, and mini road racers and did time in the gym and on bicycles and moun-

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3 JUNE 2-4 ROAD AMERICA, WI
4 JUNE 23-25 THE RIDGE MOTORSPORTS PARK, WA
5 JULY 7-9 WEATHERTECH RACEWAY LAGUNA SECA, CA
6 JULY 28-30 BRAINERD INT'L RACEWAY, MN
7 AUG 18-20 PITTSBURGH INT'L RACE COMPLEX, PA
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(Above) The start of a pre-pandemic (circa 2019) Supersport race at the North West 200, a public-roads race in Northern Ireland. Soaring liability insurance costs threaten the race. Photo by Stephen Davison/Pacemaker Press Int. (Below) Josh Waters (21) was quickest during Australian Superbike testing at Sydney Motorsports Park.

tain bikes. Joining in on the fun at one point were 2021 MotoGP World Champion ***Fabio Quartararo*** and Moto2 racer ***Tony Arbolino***, who were both in Southern California working with personal trainer ***Johnny Louch*** at the W Training Facility in Murrieta, California.

"The training camp was absolutely amazing!" Kelly said in a press release. "I've never done something like this before. It was hugely intense with only two rest days in 16 total of me being out there. It was action-packed full of different disciplines: From gym to mountain biking, supermoto, mini dirt bikes, full flat track and motocross—pretty much everything including the Ohvales. Very, very intense!"

Most motorcycle road races in Northern Ireland, both on the public roads and purpose-built circuits, have been cancelled for 2023 due to rising public liability insurance costs, according to a February 9 report published by the BBC. Events that have been cancelled include the Cookstown 100, Tandragee 100, Armoy Race of Legends, Ulster Grand Prix, the Sunflower Trophy, and the Ulster Superbike Championship. Organizers of the North West 200, which is scheduled May 7-13, have issued a statement saying they are still trying to hold their event this year. A report appearing on www.itv.com quotes ***Tim Crookall***, a member of the Isle of Man parliament, as saying "the loss of the events across Northern Ireland won't directly impact the Isle of Man TT races," which are organized directly by the Isle of Man government.

Canadian ***Torin Collins***, age 17, will continue with AGR Team in the 2023 FIM JuniorGP World Championship, riding a KTM Moto3 bike. "I'm super excited and happy to be with the AGR Team for another year," said Collins, who had a best race finish of 17th in the 2022 FIM JuniorGP World Championship, the next step below the Moto3 World Championship. "I love this team and I think working together we can make a big step forward next year."

mi-bike Motorcycle Insurance is returning as the title sponsor of the 2023 Australian Superbike (ASBK) Championship. "In 2023, we are looking forward to a big season of entertaining and close racing across all classes and the support of our sponsors is key to making this happen," said Motorcycling Australia CEO ***Peter Doyle***. "I want to thank mi-bike Motorcycle Insurance for their continuing support on behalf of not only Motorcycling Australia but all fans and stakeholders."

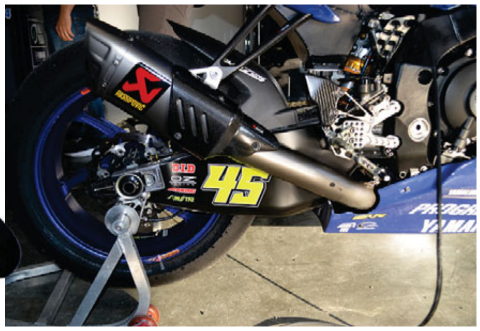
The ***Australian Superbike Championship*** held a test during the day and at night at Sydney Motorsport Park (formerly known as Eastern Creek), where the series will hold a night event under the lights in 2023. The quickest rider was former Australian Superbike Champion ***Josh Waters***, who did a 1:29.570 on his McMartin Racing Ducati Panigale V4 R. ***Cru Halliday*** was best of the rest with a 1:29.658 on his factory Yamaha, and Halliday's teammate ***Mike Jones***, the defending Australian Superbike Champion, was third-quickest with a 1:29.997.

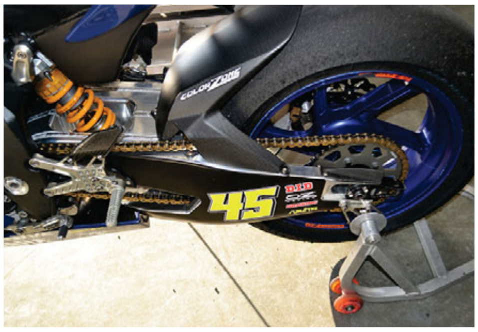
Former racer ***Toni Sharpless***, owner of the Super Sonic School and the Canadian MiniSBK Championship, has been granted the right to run an FIM MiniGP Canada series. The series will feature six double-header rounds with events across the country between May and September. The winner of the 2023 FIM MiniGP Canada series will earn a slot in the MiniGP World Finale.

Professional Racing in the U.S.

Two-time and defending MotoAmerica Superbike Champion ***Jake Gagne*** was quickest during a two-day test February 7-8 at Buttonwillow Raceway Park, in California, but the Colorado resident's final day ended early with a crash and his teammate ***Cameron Petersen*** right on his heels in terms of lap times. "The biggest thing is we have a new swingarm that we just got at the last test, in January," said Gagne, who posted a 1:41.875 Wednesday on his Fresh N Lean Progressive Yamaha YZF-R1. "We did make a lot of progress with the swingarm and some chassis stuff from last test to this test, so it went good. I ended with a little crash, but overall, it went good and I'm happy." Gagne, who was uninjured, added, "I just got into the long Sweeper down there and made a mistake with a little miss-shift and lost the front. It was pretty easy, but then the bike got off into the grass and tumbled. My bad."

Gagne's day ended prematurely due to the crash, while his teammate Petersen's day Wednesday got off to a slow start while he re-adjusted from riding a Pirelli-shod Yamaha YZF-R6 (in preparation for the Daytona 200) on Tuesday and getting back on his Dun-





(Clockwise From Above) Cam Petersen (45) on a MotoAmerica Superbike at Buttonwillow. Two views of a swingarm built by Attack Yamaha owner Richard Stanboli, and tested by Petersen. Photos by David Swarts.

(Above) Westby Racing Yamaha's Mathew Scholtz (11) shaking off the rust during pre-season MotoAmerica Superbike tests. Photo by David Swarts. (Below, Left) MotoAmerica Superbike and Bagger racer Hayden Gillim. (Below, Right) Patricia Fernandez-West and Cory West on a 2022 Bagger podium.

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lop-equipped Yamaha YZF-R1 Superbike. “It definitely took me a session to re-adjust,” said Petersen. “I’ve been struggling all day, and we threw pretty much Jake’s set-up on the bike that he finished up yesterday with, went out there, and did a 1:41.9. I came across the line and saw the 1:41.944 and I couldn’t believe it. I thought it was going to be mid-1:42s, high-1:42s. The bike is definitely a lot easier to ride. It accelerates off the corner like I’ve never felt before. The boys have found some good stuff, and I think these Yamahas are going to be weapons in 2023.” While Petersen was preparing for the Daytona 200, Gagne said he was given the choice of competing in the non-point-paying MotoAmerica Supersport race and decided to opt out and stay focused on defending his Superbike crown.

Westby Racing Yamaha’s ***Mathew Scholtz*** was getting his first ride on his YZF-R1 Superbike—which was fitted with new engine management software—since the end of the 2022 race season. “The main focus for us was to get back on the bike and ride,” Scholtz told *Roadracing World*. “I was definitely a bit rusty and it was nice to knock the cobwebs off. I didn’t go as quick as I would have liked to [1:43.602], but we were working on trying the new components we have. We’ll obviously worry about the speed later, but for now I think we have a pretty good pace. Hopefully next time out, I’ll find some more pace.” Gagne, Petersen, and Scholtz all used 2022-spec Dunlop racing slicks.

Defending MotoAmerica Superbike Champion Jake Gagne (1) was quickest during tests at Buttonwillow Raceway.

Another MotoAmerica star at the two-day test was ***Kayla Yaakov***, riding her new MP13 Racing Yamaha YZF-R7 Twins Cup machine. Her best lap time was 1:49.718. “The bike feels really good,” said 15-year-old Yaakov. “This is my second time on the bike, and I’ve already got a really good feeling with it.” Test lap times were provided by California Roadrace Association (CRA).

After several seasons riding

Continued on page 28

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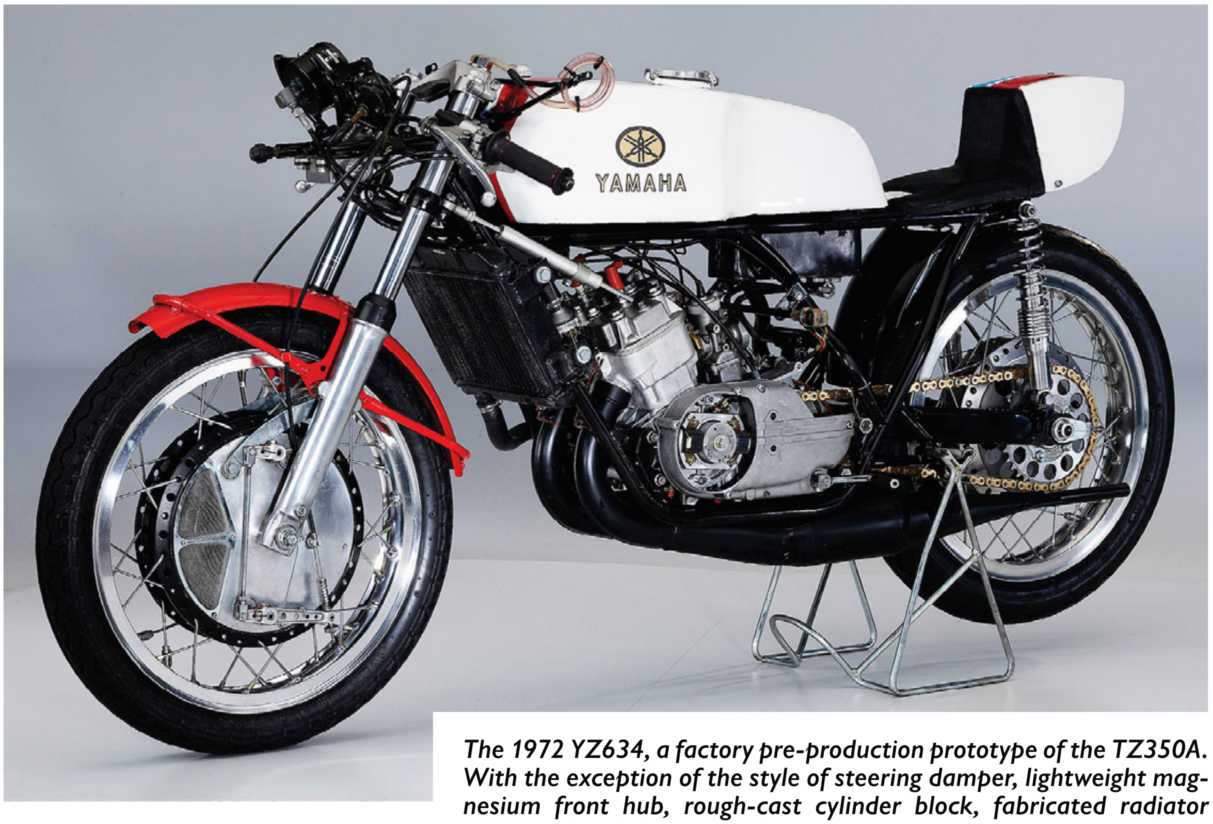
By Mick Ofield

The 50 Year Anniversary **Of Yamaha TZ Racebikes**

For me, it's tough to realize that it's been 50 years since Yamaha introduced the most famous and successful series of over-the-counter racebikes, the TZs! With its various models, the TZ range changed the face of club, National and International road racing for 35 years. If you dig back to Yamaha's first production road racer, the air-cooled 250cc TD1, the company has supplied racers with competitive for-sale machines for 45 years. While some of us at the time complained of Yamaha domination, we have to acknowledge the company's dedication to our sport.

Racers could buy 350cc, and later, 250cc water-cooled racebikes from selected Yamaha dealers in 1973, the TZ350A and the TZ250A. Yamaha's Grand Prix racing experience in the 1960s had taught company engineers that two-stroke engine temperatures had to be kept below 80 degrees C to produce more than 50 bhp consistently, hence water-cooling.



The 1972 YZ634, a factory pre-production prototype of the TZ350A. With the exception of the style of steering damper, lightweight magnesium front hub, rough-cast cylinder block, fabricated radiator mount tabs, lightweight plastic screw-on carburetor tops, absent upper rear engine mount plates and non-folding footpegs, the production versions were very similar. Photo courtesy Ferry Brouwer.

In 1971, Yamaha was developing a four-cylinder machine (the YZ648A) to take on the all-conquering MV in the premier, 500cc World Championship class. This huge effort meant the new series of production racers had to be based on the street-going R5 (350cc) and DS7 (250cc) engines. Factory prototypes of the TR3 (350cc) featured a works-style full-loop steel-tube frame, rectangular-section swingarm, aluminum fuel tank, large drum brakes, six-speed transmission, air-cooled dry clutch, fiberglass fairing, and a cross-over shifter shaft for left or right foot shifting. Some prototypes also had four welded bosses on the frame's front down tubes. Next year the factory 250cc (YZ635) and 350cc (YZ634) machines were water-cooled and Chas Mortimer and Kent Andersson also raced some production prototype TZs with radiators mounted on the four welded bosses.

Production TZ350As were ready for sale in early 1973, in time for the Daytona 200. To show the faith Yamaha's European racing headquarters in Amsterdam had in the new TZ, 1972 250cc World Champion Jarno Saarinen was flown over for the 52-lap event, which he won!

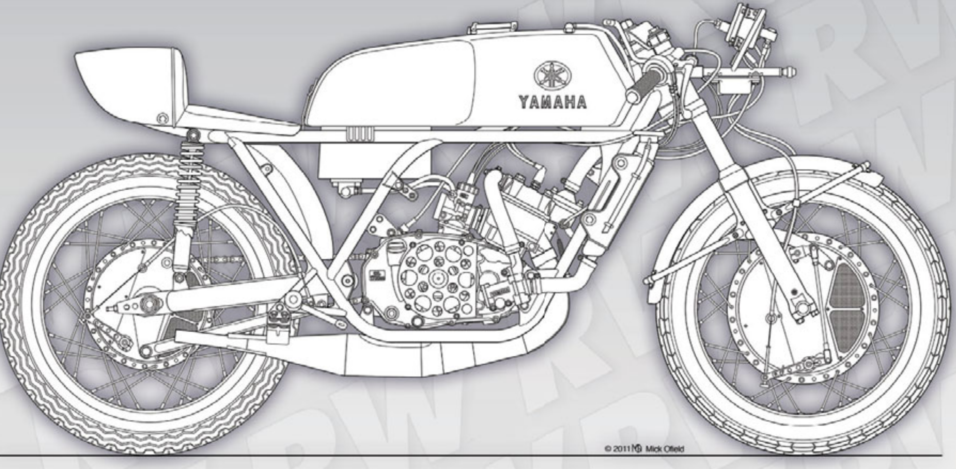
Purchasers of the new racebikes not only got a competitive machine but also a spare parts kit that could last a season depending on number of events entered. There were some problems; the water pump (which took the place of the TR3 Posilube® oil pump), suffered some bearing failures plus it was advisable to check the trueness of the crankshaft and carefully hone the sharp edges off the ports in the chrome-plated cylinders. TZs sold in the USA got Hitachi ignitions, while those sold in Europe got Femsa ignitions. Later in the year the TZ250A was launched, so well-funded racers could now buy a brace of racebikes to contest two or three classes at the National or Grand Prix level. The third class would be 500cc, which required an engine that was over 350cc. The most common way to achieve this was to use eccentric big-end crank pins and a spacer under the cylinder block, creating a 351cc or 352cc engine.

The TZ line continued to evolve using street-based engines, and in 1974 the TZ750A was added to the line. This was an across the frame, inline 4-cylinder, 700cc machine with an engine designed for racing only, featuring two TZ350 type cylinders and heads but with reed valve/piston port induction. The TZ750 became a full 750cc in 1975 and was produced until 1979. In 1980 the TZ250 and TZ350 were joined by a TZ500G, an across-the-frame inline 4-cylinder machine for 500cc GP, plus a single-cylinder TZ125. By 1982, there was no future for the TZ350 as the FIM planned to drop the class and the TZ125 was outclassed. The TZ family was reduced to a TZ500 and a TZ250; the latter now had a race-designed engine incorporating technology from the factory 500cc World Championship engines. But the TZ500 did not bring the performance needed to beat Honda NS500s or Suzuki RG500s and was dropped.

From 1983 on, the TZ line consisted of just the TZ250. The machine went through many redesigns to both chassis and engine to remain competitive. Reverse cylinders, reed valve induction, V-Twin configuration, larger and larger carburetors with electronic power jets, electronic exhaust power valves, programmable ignition curves, ram-air induction, upside down front forks with radial-mount calipers, progressive-rate rear suspension linkages and a whole selection of factory style kits available to selected riders. All the developments needed to stay competitive with factory machines from Aprilia and Honda were starting to put the price of a TZ250 out of reach of even a well-funded team. When countries dropped 250s from their National races to concentrate on street-based 400cc and 600cc bikes, there was little future for the TZ250. The final nail in the coffin was the dropping of the 250cc GP class at the World Championship level in 2010 when it was changed to Moto2, eliminating two-stroke-engined machines.

I would like to thank Ferry Brouwer, (former Yamaha NV employee and mechanic for Chas Mortimer, Jarno Saarinen, and Kent Andersson), for his help with this tribute to the Yamaha TZ.

Details and illustrations of some leading models of Yamaha TZ machines can be found in back issues of *Roadracing World*: 1973 TZ250A, TZ750D, September 2013; 1980 TZ350G, February 2014; 1981 TZ500H, March 2017; 1981 TZ250H, April 2018; 1988 TZ250U, July 2014; 1993 TZ2504DP2, August 2016; and 2006 TZ2505KE6, October 2022. For more information on art-quality, 20-inch x 16-inch prints of this tribute and other historic racebikes, please see the "Historic Racebike Illustration Prints" ad on page 36 of this issue. **RW**



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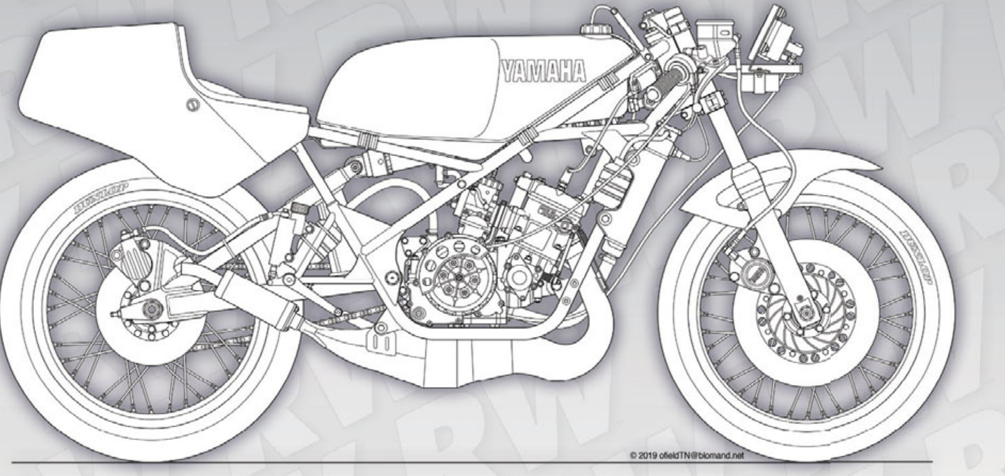

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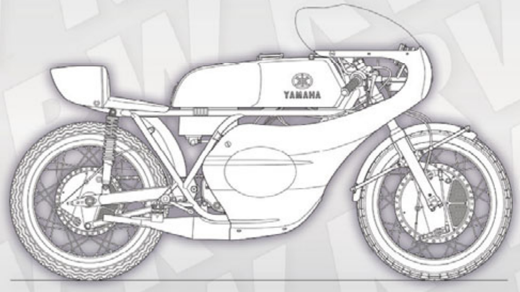
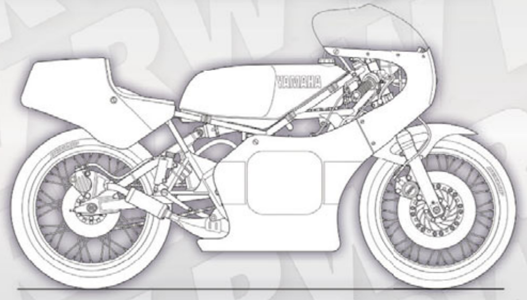


1973
YAMAHA
TZ250A

Water-cooled Parallel Twin two-stroke
Bore x Stroke: 54mm x 54mm • Capacity: 247cc
Power Output: 51bhp @ 10,500 rpm • Gear Ratios: 6
Carburetor: Mikuni 34mm x 2 • Primary Drive: Gear
Final Drive: #520 Chain • Wheelbase: 51-1/8 inches
Front Wheel: 2.75 x 18-inch • Front Brake: 4LS Drum
Rear Wheel: 3.00 x 18-inch • Rear Brake: SLS Drum.

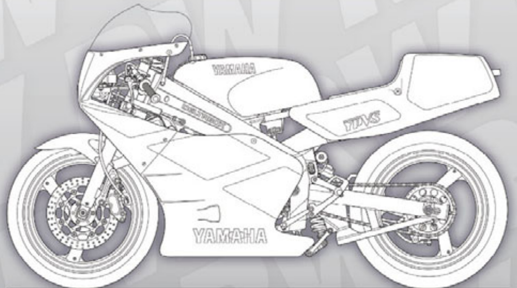
YAMAHA



1982
YAMAHA
TZ250J

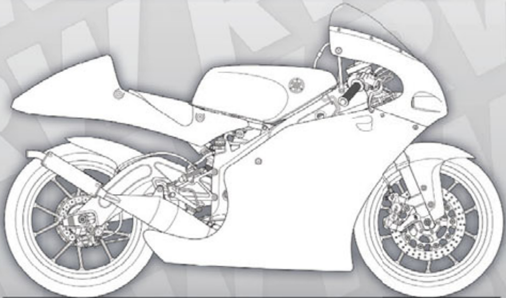
Water-cooled Parallel Twin two-stroke
Bore x Stroke: 56mm x 50.7mm • Capacity: 249cc
Power Output: 58 bhp @ 11,500 rpm • Gear Ratios: 6
Carburetor: Mikuni 36mm x 2 • Primary Drive: Gear
Final Drive: #530 Chain • Wheelbase: 51-7/8 inches
Front Wheel: 3.00 x 18-inch • Front Brake: Disc x 2
Rear Wheel: 3.75 x 18-inch • Rear Brake: Disc.

TZ's
50th
Anniversary
1973 - 2023



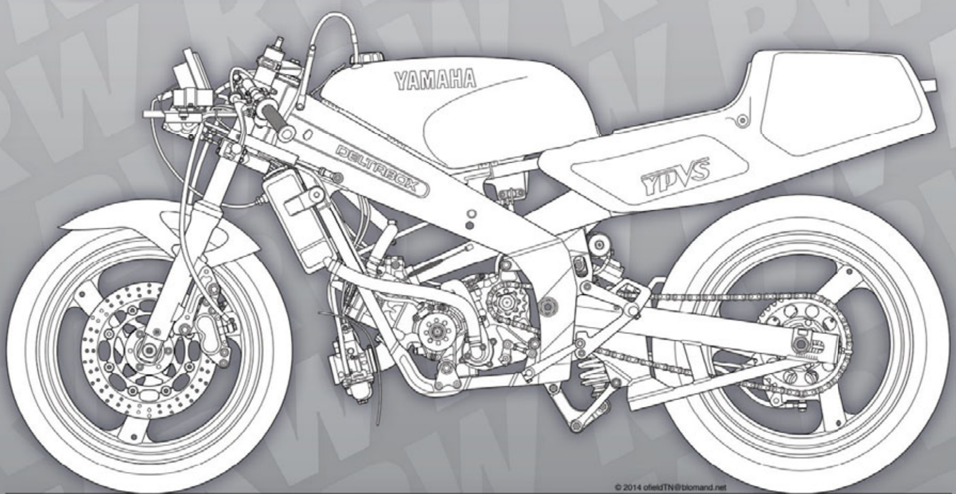
1988
YAMAHA
TZ250U

Water-cooled Parallel Twin two-stroke
Bore x Stroke: 56mm x 50.7mm • Capacity: 249cc
Power Output: 74 bhp @ 11,750 rpm • Gear Ratios: 6
Carburetor: Mikuni 38mm x 2 • Primary Drive: Gear
Final Drive: #520 Chain • Wheelbase: 52 3/4 inches
Front Wheel: 3.50 x 17-inch • Front Brake: Disc x 2
Rear Wheel: 4.00 x 17-inch • Rear Brake: Disc.



2007
YAMAHA
TZ2505KE

Water-cooled V-Twin two-stroke
Bore x Stroke: 54mm x 54.5mm • Capacity: 249cc
Power Output: 92 bhp @ 12,500 rpm • Gear Ratios: 6
Carburetor: Mikuni TM38mm x 2 • Primary Drive: Gea
Final Drive: #520 Chain • Wheelbase: 52-3/4 inches
Front Wheel: 2.75 x 17-inch • Front Brake: Disc x 2
Rear Wheel: 5.50 x 17-inch • Rear Brake: Disc.



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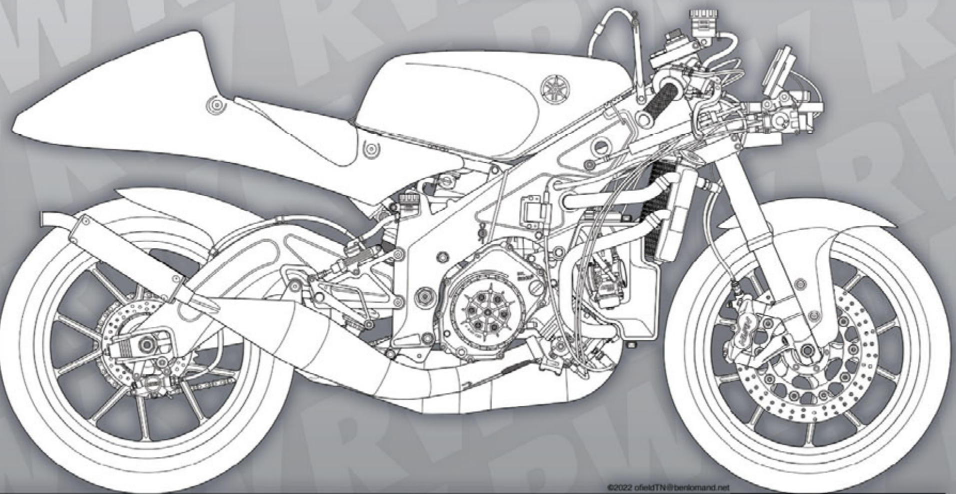

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TYLER O'HARA'S INDIAN CHALLENGER BAGGER

HEAVY INTENSITY!

By Chris Ulrich

It took less than two seasons for Bagger racing to go from an exhibition to full-factory-racing insanity. That madness is being fueled by a fierce rivalry between Harley-Davidson and Indian that started generations ago, lay dormant for decades, and has been reborn, first in dirt track and now spilling onto the paved road courses of the MotoAmerica Superbike Series in a big way. In this case, "fierce rivalry" isn't really strong enough to describe what has turned into an all-out battle for dominance in the Mission Foods King of The Baggers and the RSD Super Hooligan National Championships, and things are only going to get more intense now that the Harley-Davidson Pan America model has been allowed in the Super Hooligan Series.

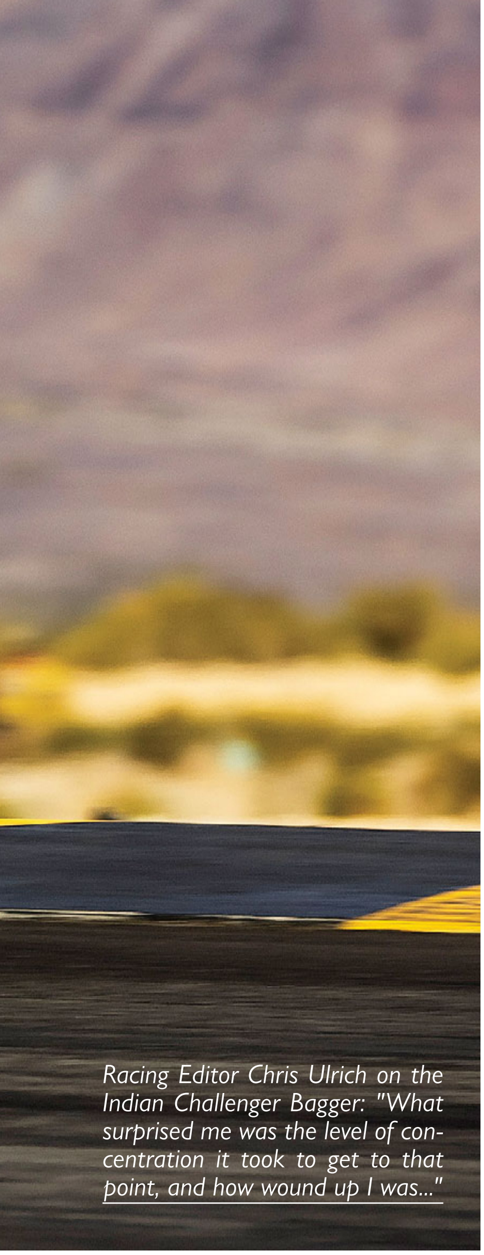
The war has powered development leading to a seven-second lap time improvement from the first Bagger exhibition race at Laguna Seca in 2020 to Laguna Seca in 2022. Some of the improvement came from switching to Dunlop slick tires, but most of it came from technical development. The fastest lap from the 2021 KOTB race at Laguna was a 1:31.9 set by Kyle Wyman on a Harley-Davidson. Wyman improved another 2.5 seconds in 2022, turning a 1:29.4 during the 2022 race. Imagine turning a sub-1:30 lap time around Laguna Seca on a Bagger! These bikes are legitimate weapons and the guys are riding them hard. It's great to watch. And it's only going to get better with both factories fully involved.

Rivalry aside, Indian is using racing to reinforce its high-performance credentials in the marketplace. In 2017, Indian launched the FTR, a dirt-track-inspired 1200cc streetbike, and used AFT Flat Track racing to promote the new motorcycle. Indian also launched various promotions, including hiring Travis Pastrana to recreate Evil Knievel's big jumps. And the inception of Roland Sands' Super Hooligan Racing Series was spawned from Indian's effort to be relevant in a space that was historically dominated by Harley-Davidson. Since all this started Indian and racing contractor S&S have won six AFT Championships, essentially making the factory Harley-Davidson effort non-competitive. More recently, in 2023, Indian won the AFT SuperTwins Championship with Jared Mees along with the MotoAmerica KOTB and SHNC Championships with Tyler O'Hara. All that success on the racetrack has turned a once-defunct brand Polaris, purchased and revived in 2011, to the marketplace powerhouse in 12 years. And just like that, owning an Indian is cool again.

I've written it before, but it's worth repeating: Win on Sunday, Sell on Monday is still alive and well. Otherwise, these two big American companies would not be spending money on racing and working hard to use racing success to market motorcycles.

Direct factory involvement from Indian and Harley in the KOTB series has created additional well-paid jobs in the paddock, with some rider salaries matching the per-race amount paid by Superbike teams. Factory bonus programs for KOTB are also well above even the factory Yamaha bonuses, while posted contingency matches what is available from most sportbike manufacturers in other classes. The global effect the KOTB series has had on the paddock is also positive; the class has brought in a new demographic of fans, who spend their money on tickets and merchandise and, in a lot of cases, have become fans of Superbike and Supersport classes after being exposed to the racing. They come for the Baggers, and stay for the Superbikes. Love them or hate them, the economics of Bagger racing are good for professional motorcycle racing in the United States. And it's damn entertaining to watch.

Indian representatives tout their racing activities as being a David vs. Goliath situation with H-D shipping six-times more motorcycles than Indian per year. But the racing programs are more similar than they think, at least in 2022. Most of the Indian and S&S crew members also must perform their regular day job duties on top of at-track racing activities, and the situation is the same for the H-D staffers on the Screamin' Eagle program. And like Harley-Davidson's team, the Indian team is passionate about racing,



Racing Editor Chris Ulrich on the Indian Challenger Bagger: "What surprised me was the level of concentration it took to get to that point, and how wound up I was..."

"LOVE THEM OR HATE THEM,

THE ECONOMICS OF BAGGER RACING ARE GOOD... AND IT'S DAMN ENTERTAINING TO WATCH."

winning, and mainly beating the other guys!

The path to the 2022 King of The Baggers Championship for Tyler O'Hara was not easy, but of the front-runners, he was the most consistent during the seven-round series. The season started well for O'Hara with a win in the opening race at Daytona, followed up with a second-place finish in Race 2. He stayed consistent for the remaining rounds, never finishing worse than fourth, and finally clinching the Championship in the rain-soaked finale at New Jersey Motorsports Park. In total, Indian riders O'Hara, Jeremy McWilliams, and Bobby Fong won three points-paying races during the 2022 season. The Indian crew also limited costly mistakes like those made by the Harley-Davidson team, the worst example being oiling the racetrack twice due to mechanical problems and getting Kyle Wyman disqualified at Brainerd.

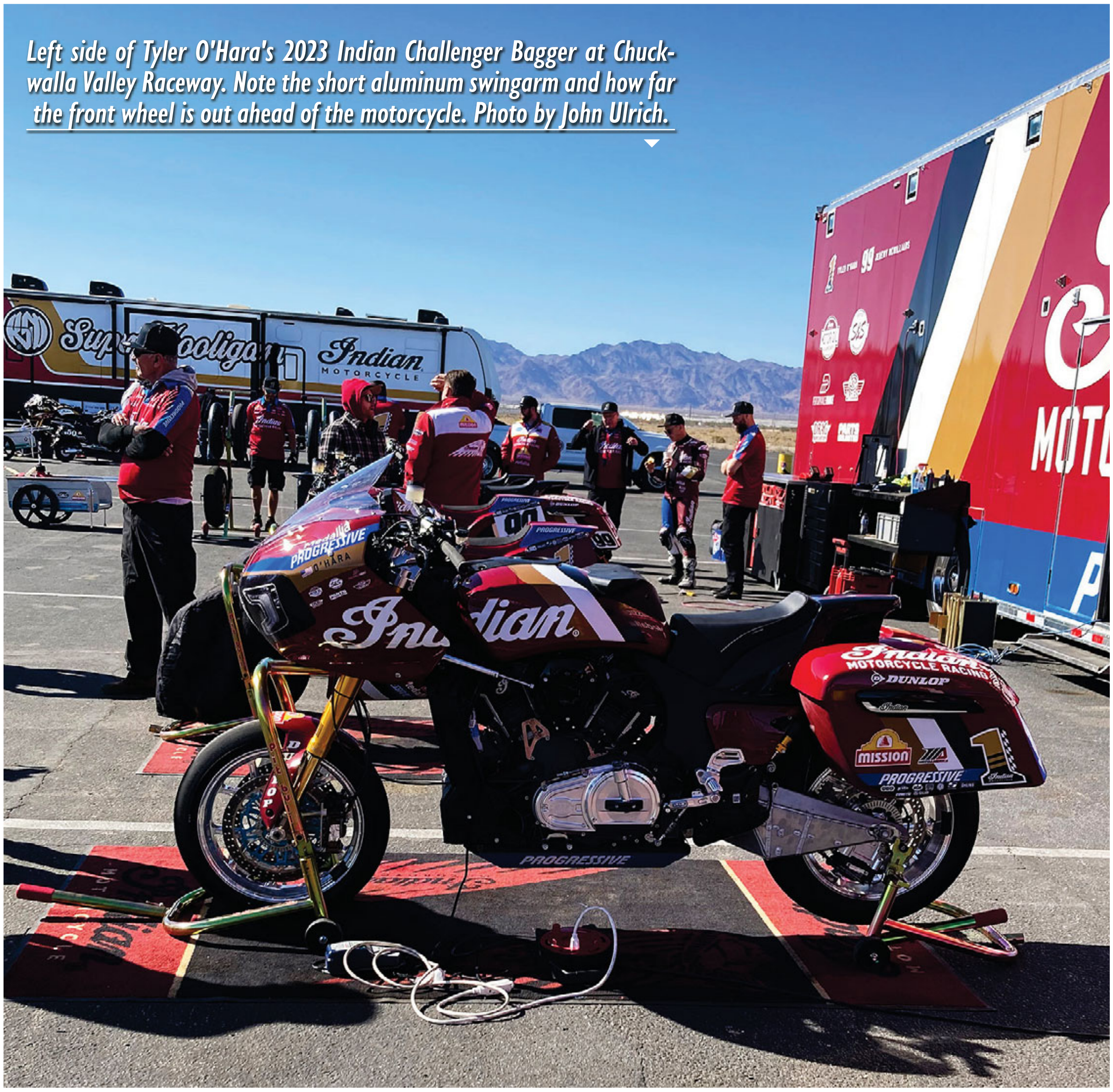
Baggers are extreme bikes with extreme dimensions and the Indian is no exception. From the outside, the S&S Indian Challenger build looks to be more practical than the Harley-Davidson package. It could also be that the base design needs less modification to bring it up to race spec.

Indian relies on S&S to build its factory Indian Challenger racebike, which weighs roughly 630 pounds before adding fuel. It has a 65.5-inch (1,663mm) wheelbase, 23.5 degrees of rake, and 114mm (4.5 inches) of trail, making the Challenger's chassis dimensions close to the Harley-Davidson Road Glide's numbers. Per MotoAmerica KOTB rules, the main frame, the OEM front fairing shape, and the core engine must be retained. No external bracing can be added to the aluminum-alloy, backbone-design frame, but the rest of the chassis components can be replaced or modified.

As is the case with all Baggers, gaining cornering ground clearance is one the biggest challenges builders face. On the Indian, S&S modified the left-side engine cover, moving the clutch actuation arm from the bottom to the top of the case cover and adding a taper. A host of other S&S parts were used to bring the Challenger up to race spec. The stock triple clamps are replaced with adjustable aluminum triple clamps, with revised offset.

To get the front ride height needed to gain cornering clearance, the standard front forks were replaced by long-travel Öhlins FG8603 model forks that are original fitment on a Ducati MultiStrada. Rear suspension is handled by an Öhlins TTX36 single shock. S&S also designed and built the rear-set controls, clip-on handlebars, front fairing bracket, axles, and rear brake hanger, which carries a thumb-operated dual-piston Hayes brake caliper. Dual 320mm (12.6-inch) rotors combined with four-piston Brembo calipers with 100mm spacing and a combination of 32mm/36mm pistons handle the braking duties at the front.

The final drive system for the Indian PowerPlus engine is located on the right side. For racing, S&S con-



Left side of Tyler O'Hara's 2023 Indian Challenger Bagger at Chuckwalla Valley Raceway. Note the short aluminum swingarm and how far the front wheel is out ahead of the motorcycle. Photo by John Ulrich.

verted the OEM belt drive to chain drive, which required the addition of a chain tensioner due to the location of the countershaft sprocket relative to the swingarm pivot position. Bracing has been welded to the underside of the standard cast-aluminum swingarm. As ridden, the rear axle was pushed forward, putting the effective swingarm length at around 20-inches (508mm), which is very short compared to most modern sportbikes. Overall wheelbase is 65.5 inches (1,663mm), which is long compared to current sportbikes. The 2022-spec racebike used OZ aluminum wheels at the end of the season. For 2023 the team is going with specially-built PVM wheels to help eliminate wheel flex caused by the massive weight of the Bagger.

O'Hara's Challenger is powered by Indian's liquid-cooled 60-degree V-Twin PowerPlus engine. S&S Cycle had to push the limit of the 112 cubic-inch (1,833.3cc) PowerPlus engine to match the power output of the H-D Milwaukee-Eight's 131 cubic-inch (2,152cc) engine. In doing so, the lifespan of the engine dropped to one race weekend: The S&S and Indian team had to swap engines mid-weekend at every event to avoid issues. Do the math, and that's 14 engines for two riders over a seven-race series, not including testing. (The new 7,700 rpm rev limit imposed by MotoAmerica for 2023 should help durability. S&S reps say the rev limit was higher in 2022, but the bike we tested had the new limit implemented.)

There is no replacement for displacement, which is why the PowerPlus engine's bore was increased 2mm from 108mm to 110mm, bringing the displacement up to that 112 cubic inches. Stock pistons were replaced with 2mm oversize CP units. Additional performance increases came from custom-ground S&S camshafts and CNC-ported heads. The stock rockers were replaced with billet units manufactured by S&S. The main bearings were also pinned in place for improved durability.

The standard dual, 52mm ride-by-wire throttle bodies were located where a frame rail restricted air flow to the engine, so they were replaced with a relocated, 78mm single throttle body made for a car, and it came from a V6 Dodge Charger. S&S designed and 3D-printed a new intake manifold and runner to fit the throttle body. Spent gasses flow out from the exhaust ports into an S&S-built stainless steel exhaust system.

Electronics are limited, but Indian gained an allowance from MotoAmerica to run a MaxxECU Sport unit. The Maxx brand is better known for car applications than motorcycle use, but is fine in this case given the fact that no rider aids are allowed in the KOTB class. The racing-spec Indian Challenger comes with a quick-shifter and auto-blip function. An AIM DL2 data logging display replaces the stock dash.

Riding Tyler O'Hara's Indian Challenger

I was standing in the pits buzzing from an adrenaline spike after my five laps around Chuckwalla Valley Raceway on Tyler O'Hara's Bagger. My opening lap was awkward, but my second lap was better. I was getting comfortable on the bike by lap three, lap four was faster, and I improved three more seconds on lap five, then ignored the checkered flag to finish the lap I was on. The lap timer went 2:08, 2:05, 2:05 (in traffic), 2:03, and at the end I turned a 2:00.9. Which frankly isn't impressive at all, but considering my lack of experience and time available on what is a very unique motorcycle I was fine with it.

What surprised me was the level of concentration it took to get to that point—and how wound up I was getting off the bike! The Challenger was exciting and I wanted another go at it. I haven't felt that way about a motorcycle since I stopped racing Superbikes in 2016!

(Below) The 1,833cc Indian Challenger Bagger is fast, helped by a 78mm car throttle body! Chris Ulrich was surprised that the Challenger behaved differently exiting right-handers, stepping out and sliding, depending on throttle position and lean angle. (Right) S&S rearset controls and custom clutch cover.

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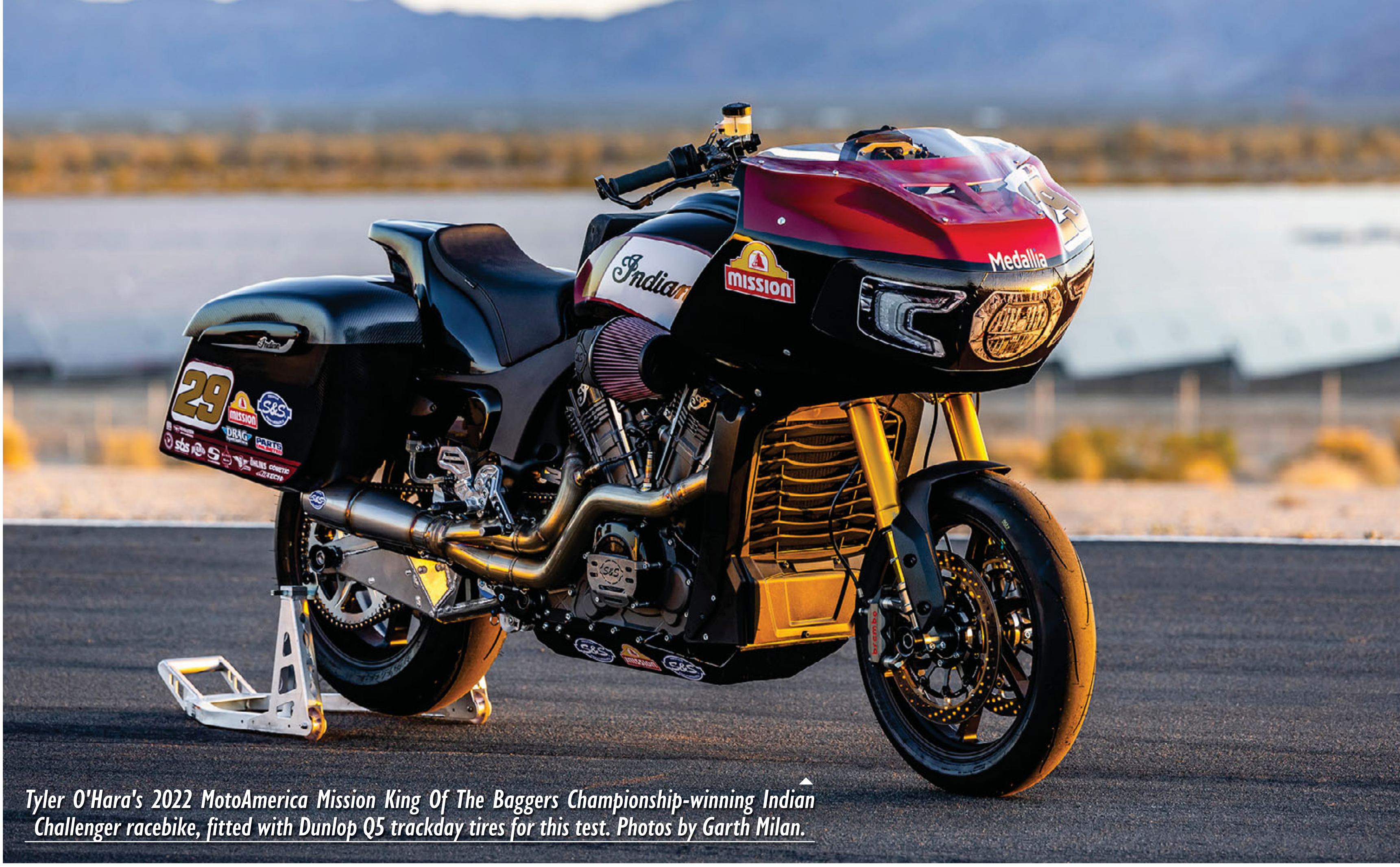


Tyler O'Hara's 2022 MotoAmerica Mission King Of The Baggers Championship-winning Indian Challenger racebike, fitted with Dunlop Q5 trackday tires for this test. Photos by Garth Milan.

The ergonomics on the Challenger felt more natural to me than they did on Kyle Wyman's Harley-Davidson when I rode it at Inde Motorsports Park for the March 2022 cover story. The reach and angle of the bars feel more like a sportbike's. The seat -to-peg distance is relaxed and the overall height is shorter, so it was easier to get my feet on the ground. And it felt more natural to ride since it wasn't so high.

The intensity comes partially from the unknown and learning how to ride a bike that is unique to the category. But the rest comes from the massive amount of chassis-generated movement on both ends of the motorcycle. The Challenger starts to move during braking while still straight up and down. The forks compress quickly, which causes the bike to wallow before turning in. And the relatively steep steering angle made it feel like I was over the top of the front end. However, the long wheelbase helped mitigate the forces. It doesn't take an excessive amount of effort to roll the Indian into the corner, likely because it has a high center of gravity. But the movement really never stops.

At the apex, the front wheel feels like it's under the bike and the tire is trying to fold (tuck) but again, a relatively high trail number and long wheelbase saves the day. I definitely tried to get off the brakes and back on the gas as early as possible. Usually, a bike would lack feel in this situation, but Challenger gave plenty of feedback at full lean.

The Challenger's handling on corner exit is unique. The first thing I noticed was a lack of rigidity at the center of the motorcycle. This is no doubt caused by turning a bike that started life as a huge streetbike into a racebike. The main frame definitely isn't designed for racing. That's a fact of life, but the movement is not all bad as it provides plenty of feedback. Flex is part of the game with Baggers.

However, the Challenger does behave differently at corner exit depending on the direction you're turning. When I was in a right turn, the rear would move, then the chain tensioner would take out slack and cause the rear to slide. The step-out-and-slide reaction would change depending on the throttle position and amount of lean angle. But it was consistent: Add throttle, change chain slack, step out, slide, repeat. Once stood up, the bike would start to behave normally.

Going left, the bike was easier to turn in and get to the apex and behaved more normally on corner exit. I could crack the throttle, set it, then roll it on and the rear would dig in and then drive forward normally. The bike did have a tendency to stand up too early on the lefts. This behavior was so strange! I think it comes down to the manual chain tensioner on the right-side drive needed more development. Probably a spring change to make the action more consistent.

While the chassis is different, the engine is great. It produces smooth, tractable power from 3,000 rpm to 7,700 rpm. The rev limiter comes on pretty quickly in some situations, so I suspect the team has to compromise on gearing at some tracks. The transmission performance is very good on the Indian. The throw between gears is short, so I didn't have to worry about being deliberate with my downshifts. And having a quick-shifter was really nice. I tried the auto-blip on an early lap but wasn't impressed, so I ended up going old-school and manually down-shifting.

How does it compare to the Harley-Davidson? I've only ridden one other Bagger on the racetrack, that being Kyle Wyman's 2021 King of The Bagger Championship-winning Harley-Davidson Road Glide. So, my frame of reference is small, but there are very distinct differences in the fundamental chassis design of the bikes that make the Indian more natural and enjoyable to ride. For example, the overall height on the Harley-Davidson makes it unwieldy, but it doesn't pitch so it remains stable. The Harley-Davidson's stepped triple-clamp design puts the front wheel pretty far out from the rider, so while it sticks, it lacks connection and feel. And the Harley-Davidson Milwaukee-Eight 131 transmission is pretty bad. The mental energy required for those guys to not miss shifts is probably worth half-a-second a lap. A quick-shifter would be nice, too. But in the end the Harley-Davidson and the Indian turn similar lap times, so it's obvious there is more than one way to do things.

Having ridden both bikes, if I was pressed to choose between them I'd pick the Indian as it just feels more natural to me.

I was still buzzing for hours after my five laps around Chuckwalla on the Indian Challenger. The Baggers are impressive on the engineering side, especially seeing how much they have improved in a couple of race seasons. But while the bike is interesting, I'm more impressed with the guys riding the bike. My experience got more and more intense as I picked up the pace, mirroring what O'Hara's teammate Jeremy McWilliams told me afterwards. It allowed me to understand how much concentration and intensity it takes to ride and race these bikes at the speeds these guys are going. They're racing heroes.

And that's what a race series needs: Rivals and heroes. All racing is entertainment, and Baggers are very entertaining to ride and watch! **RW**

MotoGP ANALYSIS

By Mat Oxley

WHO'S DOING WHAT IN THE RACE TO:

CATCH DUCATI

Ducati's four MotoGP rivals—Aprilia, Honda, KTM and Yamaha—have a difficult target: To catch the flying Desmosedici.

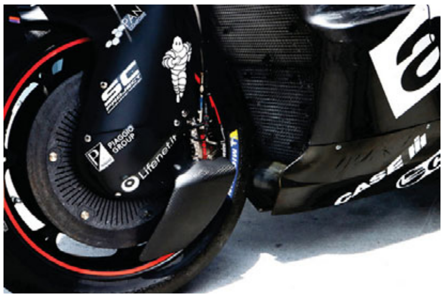
Ducati has led MotoGP technologically for the last few seasons, with the fastest engine, aided by game-changing downforce aerodynamics. This year is significant because it's the first time that every factory on the grid is using ground-effect aero, 50 years after it arrived in Formula 1 cars.

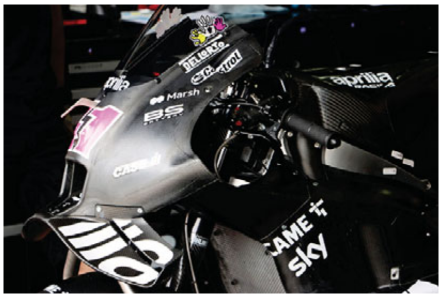
There are two types of ground-effect fairings in MotoGP: Those with diffuser ducts and those with flat-sided lowers designed to run parallel to the pavement. The idea of both is to accelerate the airflow between the fairing and the ground at full lean. This creates a low-pressure area, so the atmospheric pressure pushes the motorcycle into the asphalt, increasing grip and improving turning.

Other changes in MotoGP this year are Saturday's half-distance sprint races and the planned introduction of tire-minimum-pressure regulations. This rule, which could have a major effect on the racing, will come into force at the fourth race, at Jerez—as long as the teams all agree to it.

DUCATI HAS THE BEST BRAKING, ACCELERATION, AND TOP SPEED—AND IS RIDER-FRIENDLY. HENCE THE #1. DORNA PHOTO.

(Above) Aleix Espargaró on the 2023 RS-GP. Dorna Photo. (Below, Left) Note front-wheel ground-effect aerodynamics. (Below, Right) This Aprilia has an S-duct under the Castrol sticker, to smooth airflow around the side of the fairing, reducing drag. Mat Oxley photos.





APRILIA RS-GP

Aprilia Racing: Aleix Espargaró, Maverick Viñales
RNF MotoGP: Miguel Oliveira, Raul Fernandez

Last year Aprilia won its first MotoGP race and the RS-GP was the second-best motorcycle on the grid, after the Ducati, so can the little Noale factory catch the Bologna giants in 2023?

"Our 2023 bike is better everywhere," said lead rider Aleix Espargaró. "The aerodynamics are better, the chassis is a bit lighter and turns a bit better, thanks to the new aero, and the engine is slightly faster. But I'm not sure it will be enough. After Ducati we aren't bad, but all their riders are very fast."

There's little doubt that Aprilia and Ducati currently build the best bikes, largely because they have embraced downforce aerodynamics, hiring Formula 1 aerodynamicists to unlock the secrets of this hugely important new area of performance.

"The engineers have done a super-good job," said Espargaró. "The bike is also narrower, which allows me to be more aggressive in changes of direction. And the rider cooling is much better—last year I got burned in Indonesia, Malaysia, and Thailand."

Aprilia introduced its ground-effect fairing midway through last season and the design has been tweaked for 2023. The factory has also tested small ground-effect fitments to the front wheel and so-called S-ducts (another F1 trick) that funnel air from the main intake and out of exits on both sides of the screen to smooth airflow, reducing turbulence and drag.

The RS-GP's main deficiency is straight-line braking. Michelin's rear slick is so much better than its front that teams try to reduce forward pitch, to let riders use more rear brake.

The biggest change for Aprilia is the addition of an independent team—RNF—so there will be four Aprilia RS-GPs on the grid. KTM refugees Miguel Oliveira and Raul Fernandez are delighted with the bike, which is more user-friendly than the 2022 RC16.

DUCATI DESMOSEDICI

Ducati Lenovo Team GP23:
Pecco Bagnaia, Enea Bastianini
Prima Pramac Racing GP23:
Jorge Martin, Johann Zarco
Mooney VR46 Ducati GP22:
Luca Marini, Marco Bezzecchi
Gresini Ducati GP22:
Alex Marquez, Fabio Di Giannantonio

Ducati had a huge technical advantage last year and it's hard to see any factory bettering the Desmosedici this season. The GP22 had multiple race-winning features: Stunning braking, acceleration, and top-speed, plus a rider-friendly character, so eight different riders could take it to the limit. The GP23 seems to be better in all departments, which is why reigning MotoGP World Champion Pecco Bagnaia was a happy man during pre-season testing.

"I feel great with the new bike and its potential is very high," he said. "We have more top speed with the new engine—something we don't need, but it's always helpful. At first we struggled with power delivery—it was difficult to use full throttle because the bike was moving and sliding a lot, but then we made a huge step with the electronics. We also made a really good step in the wet. Last year the bike was a nightmare in the rain, but this one is at a really good level."

Bagnaia's new factory teammate Enea Bastianini agrees. "I feel really confident with the new bike and can ride it more softly and easily, so we can be fast," said Bastianini. "I speak a lot with Pecco—we are so similar in riding styles that our comments are the same, so it's much easier for the engineers to make the bike better."

Ducati has tried two ground-effect fairings—the diffuser fairing used since 2021 and a fatter lower, like that used by Aprilia. The latter is better in braking, the former in cornering.

And Luca Marini was fast in testing on his GP22. "This bike doesn't have negative points," he said. "I feel comfortable in every area."

HONDA RC213V

Repsol Honda: Marc Marquez, Joan Mir
LCR Honda: Alex Rins, Takaaki Nakagami

Honda didn't win a single race last year, the first time that's happened since 1981, so the company's engineers have a lot of catching up to do. Honda also has a new technical director—former Suzuki tech boss Ken Kawauchi.

The 2023 RC213V doesn't look much different to the 2022 bike, which might come as a surprise, but in fact, one of the reasons Honda riders struggled last year was because HRC engineers totally changed the machine and there's so little testing time nowadays.

Honda is experimenting with revised chassis, different engine positions, Aprilia-style ground-effect aero, and so on.

"I feel more potential in the 2023 bike, but at the moment we are still far away," said Marc Marquez. "What I'm really looking for is better throttle connection exiting corners, because this is where the Ducati makes the difference. Our engine is powerful, but we don't have traction."

Honda's best news is Marquez's health, following three horrible years after he suffered

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March 18-19

Talladega Gran Prix Raceway
April 15-16

- WERA National Challenge Series -
Roebling Road Raceway
March 18-19

Talladega Gran Prix Raceway
April 15-16

- WERA/N2 National Endurance Series -
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a serious arm injury in 2020. “On the physical side I feel really good and for me this is the most important,” Marquez said.

New teammate Joan Mir, 2020 MotoGP World Champion on a Suzuki, seemed happy in testing.

“The Honda is very different, so I have to change my riding style a bit—you need to attack more on the brakes, especially in the second phase of braking, into the corner,” Mir explained. “I’m learning to ride with that style and enjoying the process. But we are still far, especially from Ducati.”

KTM RC16

Red Bull KTM Factory Racing: Brad Binder, Jack Miller
GASGAS Factory Racing Tech3: Pol Espargaró, Augusto Fernandez

KTM is throwing huge resources at MotoGP, hiring more engineers from Ducati (who bring Ducati’s secrets with them) and working with the Red Bull Formula 1 team to take the aero fight to Aprilia and Ducati.

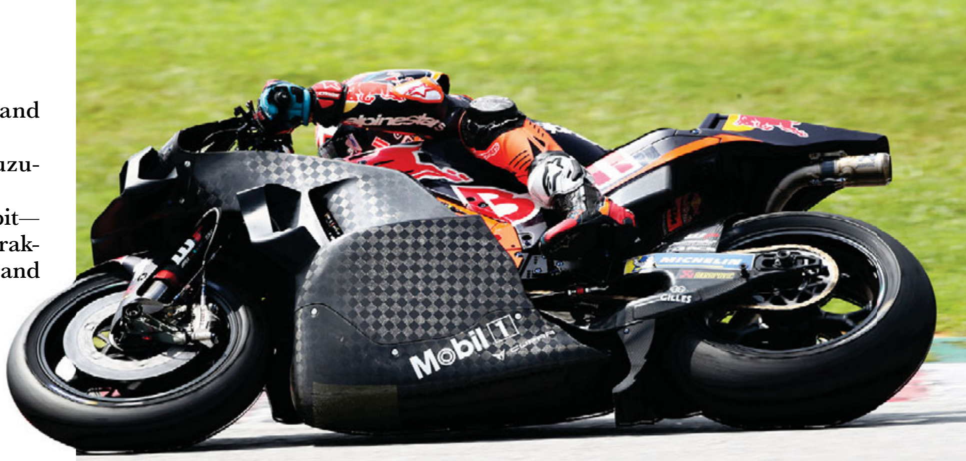
KTM has made so many changes for 2023—new chassis, new engine, new aero—that the RC16 didn’t fly in pre-season testing. Therefore testing has been complicated for KTM, especially for lead rider Brad Binder, who won KTM’s first MotoGP victory in his rookie season back in 2020.

“We’ve tried a lot of different things, so a lot of the time the bike is different every time you go out,” Binder said. “So that’s one of the biggest things—we need to take time to make all the correct decisions as far as the different engine and aerodynamics go, then put the package together and start working from there. We’ve got a new engine configuration, so we’ve been working on power, throttle response and engine braking. We’re looking for more power and traction on corner exits, because that’s where we get hurt compared to our competitors.”

The new engine has a deeper exhaust note, much like the Ducati!

“We’re playing a lot with the balance of the bike, trying to make it more stable on the brakes and throttle, less nippy, and that’s worked pretty good,” added Binder. “The bike is also lighter, so it should be easier at tracks where it’s hard to change direction. I’ve spent a lot of time with the new [diffuser] fairing but didn’t find a big difference.”

New teammate Jack Miller has a lot of learning to do, after five years with Ducati. “We’re just trying to understand what we need from the bike,” said the Aussie. “I’ve been suffering quite a bit compared to the other KTM boys mid-corner, getting the bike to rotate [around the apex] and getting it off the corner. One of the bigger disadvantages we have at this point is putting the power to ground and getting the bike to come alive out of slower corners. From third gear on we can match pretty much every bike out there. I can really see some positives in there, I’m just trying to understand which way I need to ride the thing to exploit those strong points.”



(ABOVE) JACK MILLER TESTS AN APRILIA-STYLE GROUND-EFFECT FAIRING ON HIS KTM RC16 V4. MAT OXLEY PHOTO.

YAMAHA YZR-M1

Monster Energy Yamaha: Fabio Quartararo, Franco Morbidelli

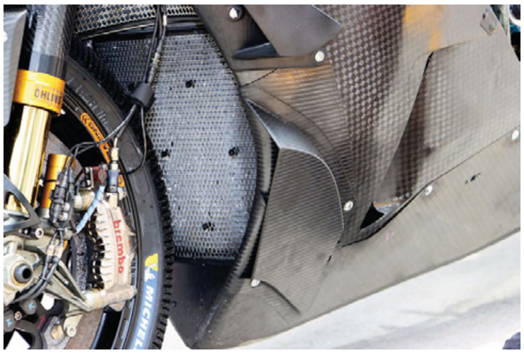
Yamaha has only two riders in MotoGP now, instead of four, and the YZR-M1 is the only Inline-4 on a grid filled by V4s, which have more horsepower. While Inline-4 riders are usually quicker around corners, they can’t use their sweeping lines if there are V4s in the way.

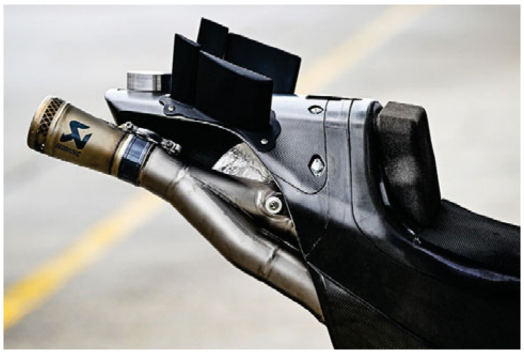
So Yamaha engineers worked hard to increase the M1’s straight-line speed and adapt its chassis, so riders can fight with their V4 rivals in turns.

The factory’s 2021 MotoGP World Champion Fabio Quartararo is happy enough with the progress, with Yamaha halving the M1’s speed deficit at Sepang, from 2.5-mph/4.1-kph last year to 1.3-mph/2.1-kph. “Already everything is looking much, much better than last year” Quartararo said. “The new engine is very promising. Our top speed is good but we have less downforce aero, so we need to find more power to use more downforce.” Downforce aero means that MotoGP bikes now need horsepower to go faster around corners, as well as faster down the straights. And V4s have more power, so they can use more downforce aero to improve cornering.

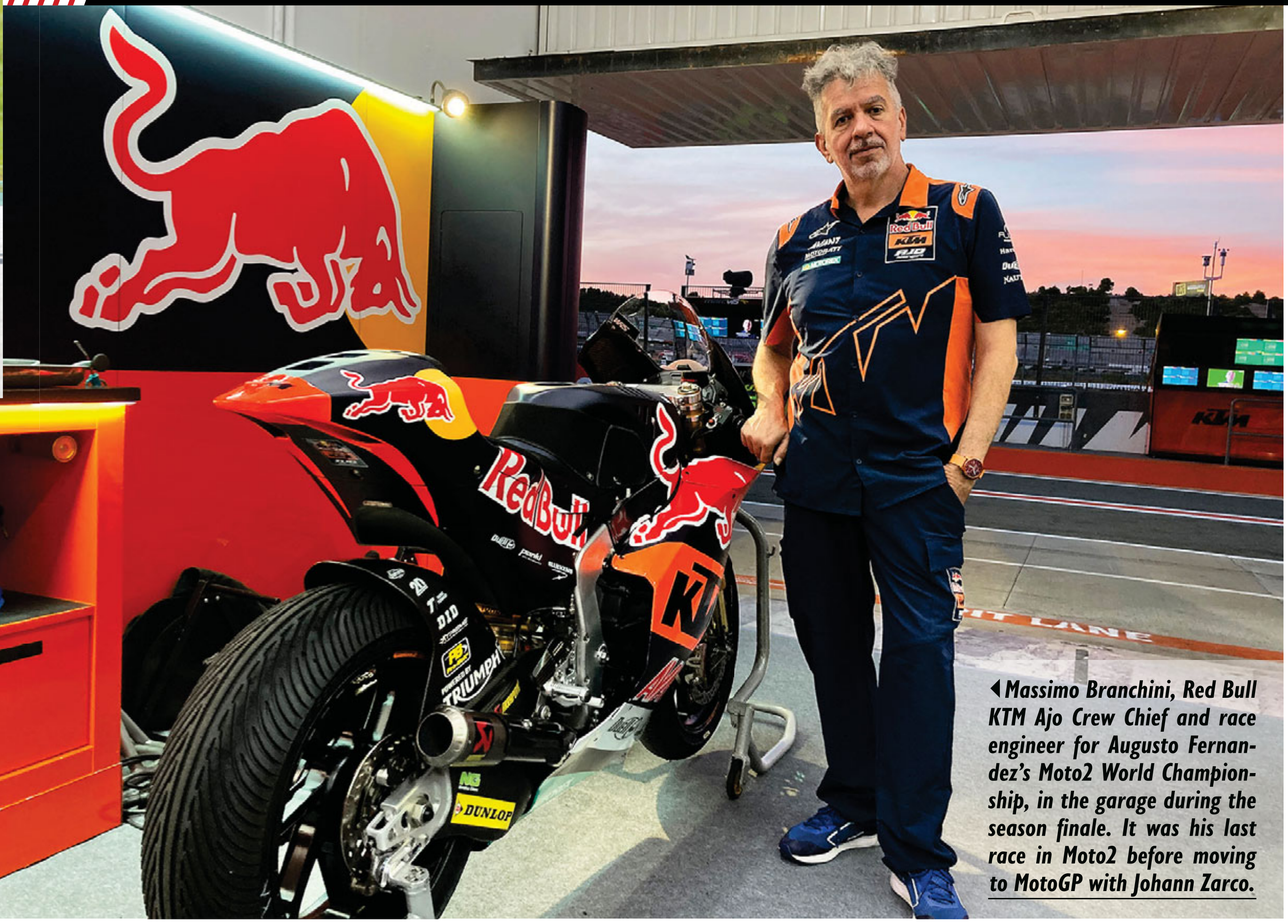
Yamaha used its first ground-effect fairing during testing, the design similar to that first used by Honda at the end of 2022. “This fairing gives a bit more turning in slow corners, but our top speed is better with the other fairing, which has less drag,” added the Frenchman.

Quartararo’s main problem in early testing was his speed in qualifying mode with new tires and low fuel. “With old tires I feel super-happy,” he said. “But with new tires it’s a nightmare. We are one second behind and if you want to fight for victory now, 80% comes from qualifying.” ***RW***





(Above) Fabio Quartararo (20) leads Marc Marquez (93) during pre-season testing. Dorna photo. (Top, Left) A Yamaha diffuser fairing. (Left) Honda's Ducati-style tailsection wings. Mat Oxley photos.



◂Massimo Branchini, Red Bull KTM Ajo Crew Chief and race engineer for Augusto Fernandez's Moto2 World Championship, in the garage during the season finale. It was his last race in Moto2 before moving to MotoGP with Johann Zarco.

MotoGP ANALYSIS

"If You Don't Do EVERYTHING Perfect, You Lose..."

By Michael Gougis

On paper, Moto2 looks like it should be the most competitive class in the Grand Prix racing universe. Identical engines, extremely limited choice of chassis, restricted suspension components, standardized rudimentary electronics. According to the FIM rulebook, teams even have to use the stock oil filter. Rules don't get tighter than that.

And yet, for the past two seasons, it seems as though one team has cracked the code. Red Bull KTM Ajo Racing is at the front of the field more often than not. Winners of the Moto2 World Championship two years running, the Red Bull-liveried machines are competitive on any given day, and on some days, it seems as though they are the only bikes with a chance to win.

The 2022 season-ending Moto2 race at Valencia drove home the point. Rookie Pedro Acosta, who won the 2021 Moto3 World Championship with the Red Bull KTM Moto3 team, won the race, while teammate Augusto Fernandez cruised to second, sealed the Moto2 World Championship, and is moving up to the Tech3 GASGAS Racing MotoGP squad for 2023. (In 2021, the team's two riders accounted for a majority of the Moto2 wins, and both of them—Remy Gardner and Raul Fernandez—moved up to MotoGP.)

In a class designed to make sure no one has a machine advantage, how does one squad stand out, year after year?

At the Valencia finale, Massimo Branchini, Augusto Fernandez's Crew Chief and race engineer, sat down with *Roadracing World* in the team's tractor semi-trailer (OK, one of them, it's a well-funded team) and explained how it happens. Not surprisingly, Branchini has uncovered a few mechanical tricks that can give his riders a bit of a performance edge. But just as valuable, if not more, is the accumulated knowledge of a man who did his first full season in the Grand Prix paddock in 1993.

"In MotoGP, where there is 300 horsepower, electronics, all of these things, if something is off, you have something to cover (your weak spot). In Moto2, you have nothing to cover," Branchini says. "If you want to make a difference, you have to work in the details, you have to study the details. If you don't do everything perfect, you lose."

Red Bull KTM's Pedro Acosta (51) won the Moto2 race during the season finale at Valencia, and teammate Augusto Fernandez (37) won the Moto2 World Championship and a promotion to MotoGP. For the past two years, the Red Bull KTM Ajo team has been consistently at the front in Grand Prix racing's most technically restricted class. Photos by Michael Gougis.

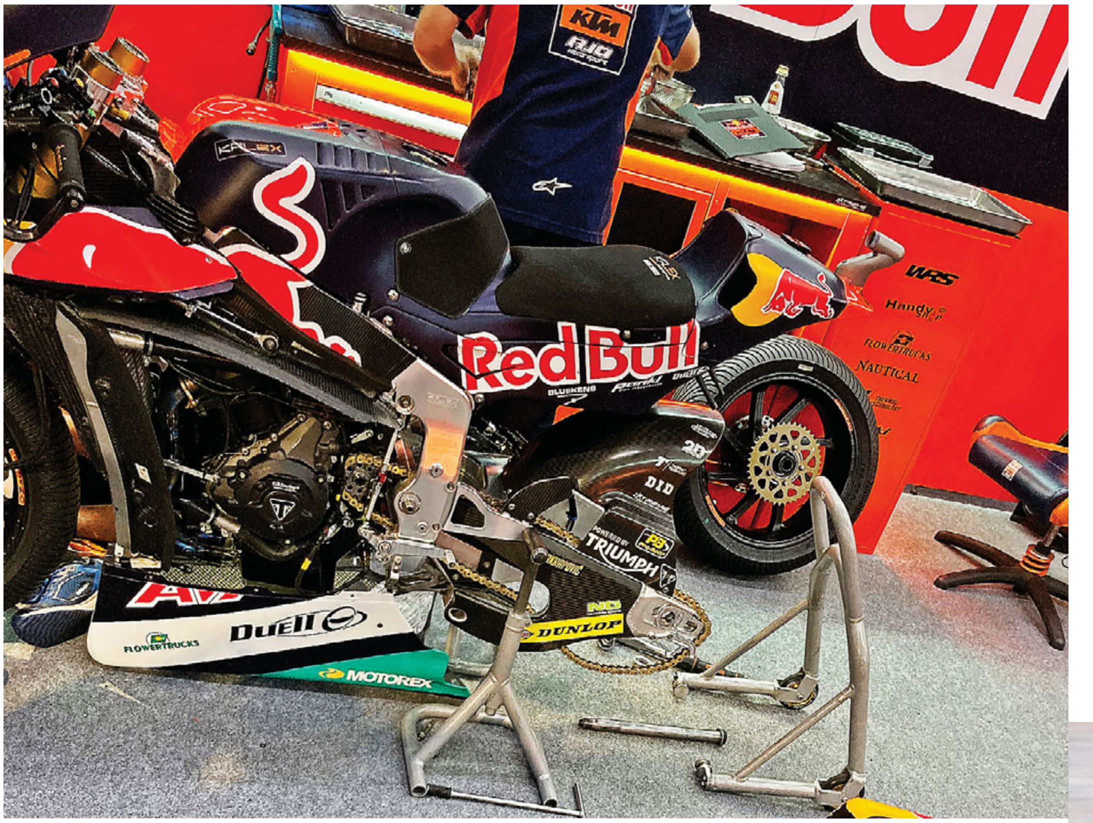
* * *

When Moto2 started, the idea was to reduce expenses by providing a spec powerplant to teams, which were not allowed to work on the engine or the transmission. Lots of other things were unregulated—bodywork, chassis, suspension, exhausts, etc. And the formula worked, using 600cc Honda spec engines at first, then 765cc Triumph engines. The powerplants are maintained by the series, and teams trade in their engines every three races.

But over the years, following this idea of cost reduction, the restrictions on Moto2 machines have tightened. Öhlins became the standard suspension supplier. When the COVID-19 pandemic hit, organizers imposed further cost-cutting measures. Chassis are no longer open to continuous modification. A chassis manufacturer, like Kalex or Boscoscuro, has to homologate two iterations of a frame for a season, and a rider can use only those chassis, unmodified. Same with the swingarm. Same with bodywork. Öhlins forks—essentially World Superbike units—are mandated at the front, with a relatively inexpensive Öhlins shock at the rear.

Racing is never cheap, but at this moment in history, the Moto2 bikes are the cheapest in the Grand Prix paddock, with a rolling chassis from Kalex costing between 80,000 to 85,000 Euros (about $87,000 to $92,000 U.S.). Add the engine from the series, the suspension bits from Öhlins—about 12,000 Euros (about $13,000 U.S.) total—brakes and a few other bits and it's a GP bike, for less than one of the single-cylinder Moto3 bikes a few garages down pit lane.

Branchini and the team have looked carefully at the rulebook for where the team can create an advantage in those few other bits. At the front, the team uses specially developed disc rotors. The discs are laced with a unique set of drilled holes that are oblong and tapered. The drill patterns create a venturi effect as the discs spin, drawing air through the rotors, cooling them and helping draw brake pad dust away from the rotors.



▲ *One of the consequences of having a combined bike/rider minimum weight regulation for a class is that teams spend more money customizing each bike to get to that target weight. Note that the rearsets on Augusto Fernandez' machine are fixed, saving the additional weight of relocatable rearsets, which can be found on Pedro Acosta's machine.*

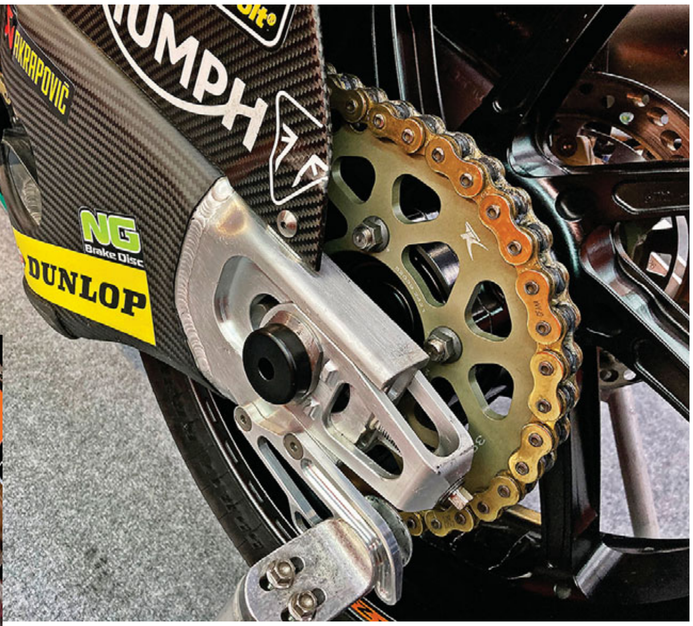
"IF WE SAVE THE WEIGHT ON ACOSTA'S BIKE, WE JUST HAVE TO PUT IT SOMEWHERE ELSE," SAYS MASSIMO BRANCHINI.

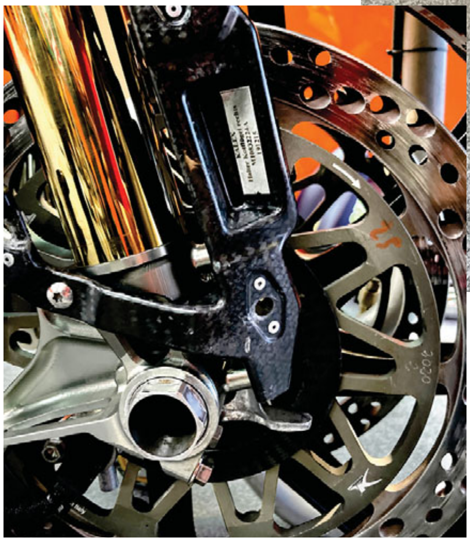
While the internal gear ratios are fixed and cannot be altered by the team, the final drive is open. The KTM squad uses different size chain pitches to get the final drive as close to optimum as it can for any given circuit. By going from one chain pitch to another, the size of the sprocket on the rear wheel can be changed, effectively giving the team the option of a final drive ratio that is in between a full tooth up or down.

(In 2016, I interviewed Nicky Hayden when he rode for Honda in the Suzuka 8-Hours, and he was describing the difficulty of trying to find the proper final drive ratios when the gearbox ratios could not be altered, unlike on the MotoGP bikes he had ridden in years prior. "It's been a long time since I had to [change] a whole [sprocket] tooth," he said. The ability to fine-tune the final drive is another small advantage that adds up for a rider over race distance.)

Triple clamps and steering stem assemblies are completely free, and Kalex sells a dizzying array of these, at about 600 Euros (about $652 U.S.) per unit. They come with different flex characteristics, as well as different locations for the steering stem and different geometry.

Little things like a rear brake that is operated by a lever on the left handlebar, scooter-style, can further customize a racebike to an individual rider's needs. Windscreen height is open for each rider. Those adjustments and equipment choices can make a small performance advantage. But knowing how to optimize them is where a crew chief like Branchini earns his keep.





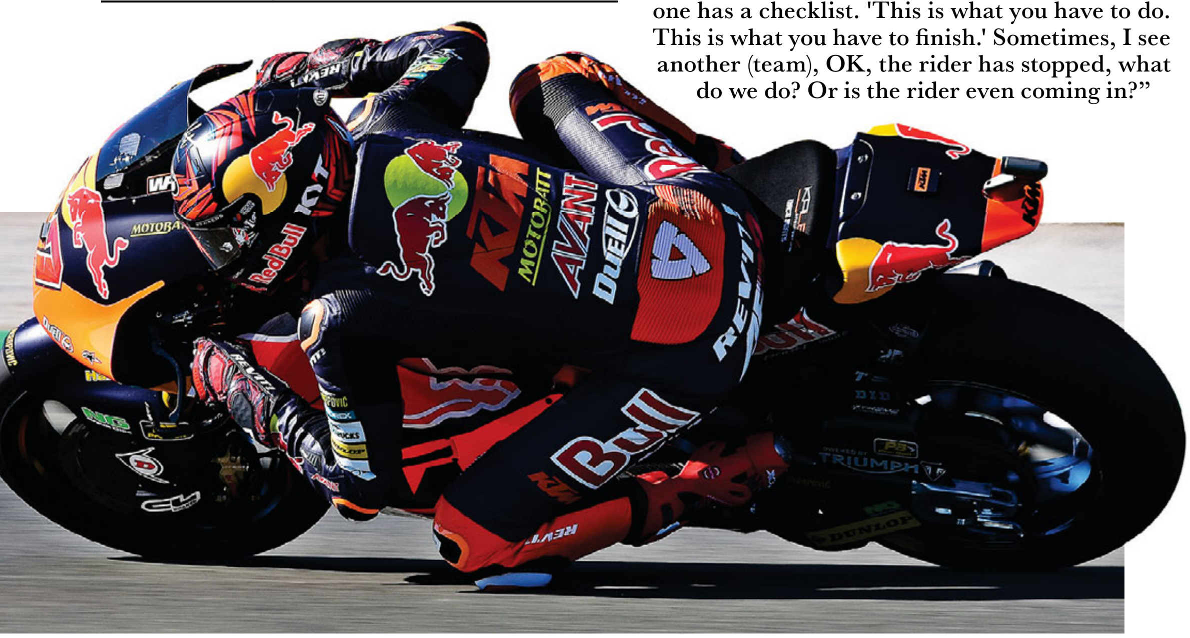
(Above) The Kalex swingarm must be homologated and cannot be modified. The team switches between chain pitch sizes to get the final drive characteristics it wants. (Left) Note the drilling pattern in the brake discs on this Red Bull KTM Ajo Moto2 racebike. They create a venturi effect, drawing cooling air through the discs.

(Above) Kalex sells a variety of triple clamps and steering head assemblies for its chassis. Getting geometry and flex right is key to making a rider feel comfortable. With tighter Moto2 rules, the bodywork is homologated, but windscreens are open.

about when the condition is different, the track is different, when you change the tire—the experience allows you to keep the level," Branchini says. "The rider's speed doesn't change. I try to keep the rider in a good position when the track changes, or some day when the rider is not so, say, powerful, to keep the rider happy."

Gathering that data isn't just a matter of showing up year after year. The team goes testing with a plan in mind, down to the number of laps a rider will do on a tire or a part, and has a schedule of responsibilities for every member of the crew.

"Everything is schematic. We have a plan for everything," Branchini says. "We may say, 'OK, you do six laps, you stop, we change this part, we change this tire, you do four laps, you stop, we're counting the fuel.' In our box, everyone has some responsibility for some part. Everyone has a checklist. 'This is what you have to do. This is what you have to finish.' Sometimes, I see another (team), OK, the rider has stopped, what do we do? Or is the rider even coming in?"



Augusto Fernandez is a rider who asks questions. "He is very sensitive to what we do to the bike. He wants to understand at every moment what is happening," says former Crew Chief and race engineer Massimo Branchini.

▸ ▸ ▸

Branchini has worked on title-winning teams in the 125cc, 250cc, Moto3 and Moto2 World Championships. He was the Crew Chief for Johann Zarco when the Frenchman won back-to-back Moto2 World Championships in 2015 and 2016. Ironically, when KTM started hiring Ducati personnel for the 2023 season, that left a vacancy in the Bologna ranks, and for next year, Branchini will be working with Zarco again, this time in the Prima Pramac MotoGP squad.

"In Moto2, there are many things possible to change, but finally it is impossible to make a bike completely different than another," he says. "Finally, it is to make the rider calm and sure about what you do. This is the most important point. If you have a rider with a feeling with the bike, it is possible to win. All the rest of (it) is to make the rider more comfortable."

Branchini's experience means that when the team is faced with an unknown, it is a little less unknown for them. When the warm-up lap sees overcast conditions for the first time all weekend, or the track is slightly damp or even if the rider is feeling less than 100%, there is a plan to give the rider the feeling he needs for that particular race.

"We don't make the rider fast or not. But this experience makes the bike a little more correct

And sharing data between two fast riders lifts the standard for both of them, he says. "Maybe one is faster in this corner. Maybe one is faster here. Our data is open. Both riders check to see if they can be faster—and this way you move the level (up) for both," he says.

Riding on a team like Red Bull KTM Ajo comes with pressure. But it also comes with a rider not just thinking, but knowing, that he has support in all areas and a competitive machine, every time.

"Sometime, especially in Moto2, when a rider comes to our team, they say, 'OK, I go to this place, it is an opportunity to win. This team, every year, maybe they do not win but they are fighting for the title,'" Branchini says. "They come here, and they think we have time (speed) in our pocket but really is not true—it is the confidence of the rider to make this."

It is a sentiment echoed by Team Manager/Owner Aki Ajo. "Even though all technical details are very important, I would say that even more important is that everything is prepared well by experience and hard work and that we keep the working system in the box simple as possible," Ajo says. "Maybe still the most important point is that all our work and preparations, technical and mental, make the rider so confident that he can keep the focus for the right things."

RW

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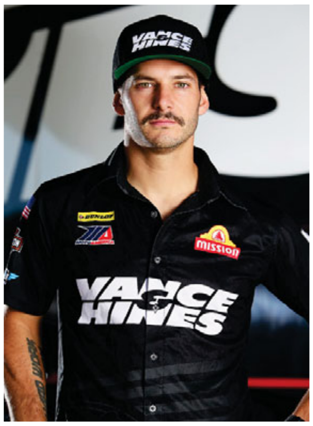
CONTINUED FROM PAGE 15

in MotoAmerica's Stock 1000 and Superbike classes, ***Michael Gilbert Racing's Michael Gilbert*** will compete in the 2023 MotoAmerica Supersport Championship on a Team Hammer-prepared Suzuki GSX-R750. "Coming back to Supersport is like hitting the reset button," says Gilbert. "There's zero question that 2022 was the most difficult season of my career in more ways than one—namely two broken legs. That said, I couldn't be more excited to get the season going! Having already tested a Suzuki GSX-R750 at Chuckwalla Valley Raceway, I have a great feeling about the upcoming season and the bike's potential." Michael Gilbert Racing will also field ***Owen Williams*** on a GSX-R750 in Supersport—after he turns 16. Williams previously raced two seasons in MotoAmerica's Junior Cup class.

(Above) Michael Gilbert (55) is moving from MotoAmerica Superbike to Supersport for 2023, riding a Suzuki GSX-R750. He's seen here on the GSX-R1000R he raced in 2022, before breaking both legs. (Below, Right) James Rispoli is racing in the 2023 MotoAmerica King Of The Baggers Championship.



In addition to defending his 2022 MotoAmerica Twins Cup Championship on his ***N2 Racing/BobbleHeadMoto*** Yamaha YZF-R7, Blake Davis will race a Yamaha YZF-R6 in selected MotoAmerica Supersport rounds, including the Daytona 200, thanks to support from Biothermal, Robem Engineering, and ***Kevin Boda***.

Carl Soltisz will race a Team Hammer-built Suzuki GSX-R750 in the MotoAmerica Supersport Championship and the Daytona 200 for SWG Motorsports.

Andy DiBrino will race a Competition Werkes-backed, EDR Performance-tuned MV Agusta F3 RR in some MotoAmerica Supersport Championship rounds.

Team Saddlemen, with support from Harley-Davidson Screamin' Eagle, Mission Foods, and Hoban Brothers Racing, will race in the MotoAmerica King Of The Baggers (KOTB) and RSD Super Hooligan series with riders ***Frankie Garcia***, ***Jake Lewis***, ***Patricia Fernandez-West***, and ***Cory West***. All four riders will race Harley-Davidson Road Glide motorcycles in KOTB while the husband-and-wife pairing of West and Fernandez-West will also race Harley-Davidson Pan America 1250s in the Super Hooligan class.

Vance & Hines will compete in the 2023 MotoAmerica KOTB Championship with veteran riders ***Hayden Gillim*** and ***James Rispoli*** on Mission Foods-sponsored Harley-Davidson Road Glides.

Jesse Janisch, the 2022 American Flat Track (AFT) Production Twins Champion, will ride Wally Brown Racing (WBR) KTM 890 and 790 Dukes in selected rounds of the 2023 AFT SuperTwins Championship.

Fastrack Racing is entering veteran ***Bronson Bauman*** on a KTM 890 Duke-based machine in the 2023 AFT SuperTwins Championship.

Club and Regional Racing ○

WERA and Texas-based ***CMRA*** have reached an agreement allowing CMRA racers to earn points that will qualify them to compete in the invitation-only WERA Grand National Finals (GNF) October 19-22 at Barber Motorsports Park. CMRA racers can purchase a dual CMRA/WERA license that will allow them to earn WERA points while racing with CMRA in selected classes.

Two long-time WERA officials—***Rich Graver***, who was Chief Tech and Starter for the North Central Region since the late 1970s, and Ed "EB2" Bruner, who most recently served as Race Director in the Southeast Region—have retired. ***Dan Clark*** will take on Graver's duties in the North Central Region, and ***David Harman*** is the new Race Director in WERA's Southeast Region.

Industry News ○

Andreani Group has opened Andreani USA, a 10,000-square-foot motorcycle and bicycle suspension parts and training center in Hendersonville, North Carolina. The company distributes products from SKF, Intek, Kayaba, Showa, and Öhlins, is led by President Luciano Ubaldini.

MOTOREX USA Inc., the U.S.-affiliate of Swiss-based MOTOREX GROUP, has reached an agreement with Intercontinental Lubricants Corporation, of Brookfield, Connecticut, to buy Spectro Performance Oils. The deal includes a blending and storage facility in Connecticut.

As part of its 75th Anniversary celebration in 2023, ***Barnett Clutches and Cables***, manufacturers of top-quality American-made motorcycle and ATV clutches and cables since 1948, has launched a new website at www.barnettclutches.com.

Milestones ○

R.I.P.: Former AMA Pro racer ***Ron Mass*** died of complications of COVID-19 pneumonia January 6 in a hospice care facility in Georgia. He was 74. Mass raced in AMA Nationals during the 1970s, including riding Yamaha TZ750s in AMA Formula One races, often finishing in the top 10.

R.I.P.: AMA Motorcycle Hall of Famer ***Ronnie Rall*** died January 20 at the age of 84. Rall was a five-time AMA National flat track race winner in the 1960s and 1970s.

R.I.P.: (Above, Left) Ron Mass on a Yamaha TZ750 in the 1970s. (Below, Left To Right) industry titan Fred Fox; former racer, race promotor, team owner and businessman Jim DiSalvo; and ASRA/CCS owner and President Kevin Elliott.

R.I.P.: Motorcycle racer and collector ***Peter Calles*** died January 23, 2023. He was 70.

R.I.P.: Former racer, race promoter, team owner, Navy veteran, and businessman ***V.R. "Jim" DiSalvo*** died January 26. He was 85. DiSalvo was best known as the father of professional racer and Daytona 200 winner ***Jason DiSalvo*** and as the promoter of the first WERA GNF, at Palm Beach International Raceway in 1977.

R.I.P.: George Morin, 74, Canada's first National Superbike Champion, died January 26, in Mississauga, Ontario, Canada. Morin won the 1980 Canadian Superbike Championship on a Kawasaki.

R.I.P.: Kevin Elliott Sr., the longtime President and owner of Championship Cup Series (CCS) and American Sportbike Racing Association (ASRA), died from liver failure January 29 in a hospice in Florida. He was 64. Elliott was a former racer who started working for Roger Edmondson-owned CCS in 1987. In 2006, Elliott purchased CCS from Pace Motorsports (which became Clear Channel Motorsports) and created ASRA. The COVID pandemic and resulting event shutdowns and restrictions, dwindling participation numbers, and the loss of the Daytona 200 as an ASRA event, led to financial struggles for ASRA/CCS. The company was acquired from Elliott by ***Mark Lienhard*** and ***Alex Spellman*** at the end of 2022, but dealing with business struggles, the pending acquisition, and the death of his son Kevin Elliott, Jr. in September 2022 all took a heavy toll on Kevin Elliott, Sr.

R.I.P.: AMA Motorcycle Hall of Famer ***Fred Fox***, the founder of Parts Unlimited, died February 5 in Southern California. He was 86. ***RW***

AHRMA

AHRMA named ***Al Charles*** as new Road Race Director for the AHRMA Bridgestone Tires American Historic Racing Series. In addition to a long history in motorcycle racing, race promotion, and as an AHRMA member, Charles "built a broad range of professional experience and skills. This includes project management for Nissan North America, mechanical design with General Motors, and for 20+ years he successfully owned and operated a Yamaha motorcycle dealership in Ohio," according to a press release issued by AHRMA. Charles and his wife ***Cristy Klamfoth*** (daughter of three-time Daytona 200 winner Dick Klamfoth) are also co-founders of the Daytona 200 Monument in Daytona Beach, Florida.

Longtime AHRMA member, former Chairman of the AHRMA Board of Trustees, and current AHRMA Treasurer ***Arthur Kowitz*** has agreed to volunteer his time to lead the ***AHRMA Academy of Roadracing (AAR)***. "With our current financial position in mind we are pleased that Arthur offered to take the helm of the AAR for the 2023 season at no cost and share his decades of track knowledge with new racers," ***Brian Larrabure***, current Chairman of the AHRMA Board of Trustees, said in a press release. In addition to being a current AHRMA racer, Kowitz is a former AMA Superbike racer, has qualified and competed in five Daytona 200s (including as recently as 2018), and is a leading proponent of electric motorcycle road racing in America. The AAR is offered at all 2023 AHRMA road race events except the Barber Vintage Motorsports Festival in October.

(Above) Former AMA Superbike racer Arthur Kowitz (179) has volunteered to run the AHRMA Academy of Roadracing at no cost to the organization. (Below) New AHRMA Road Race Director Al Charles.

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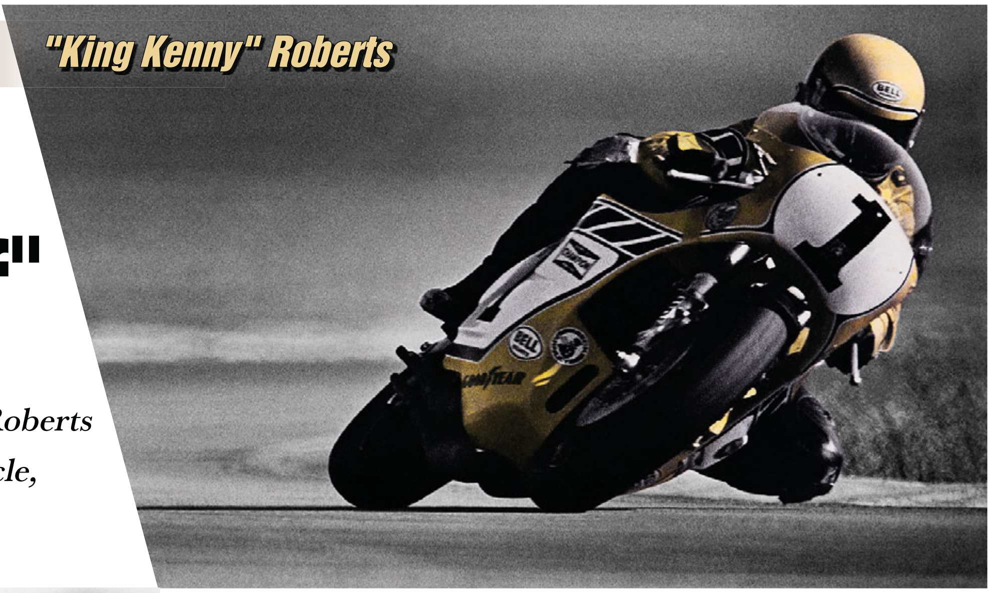
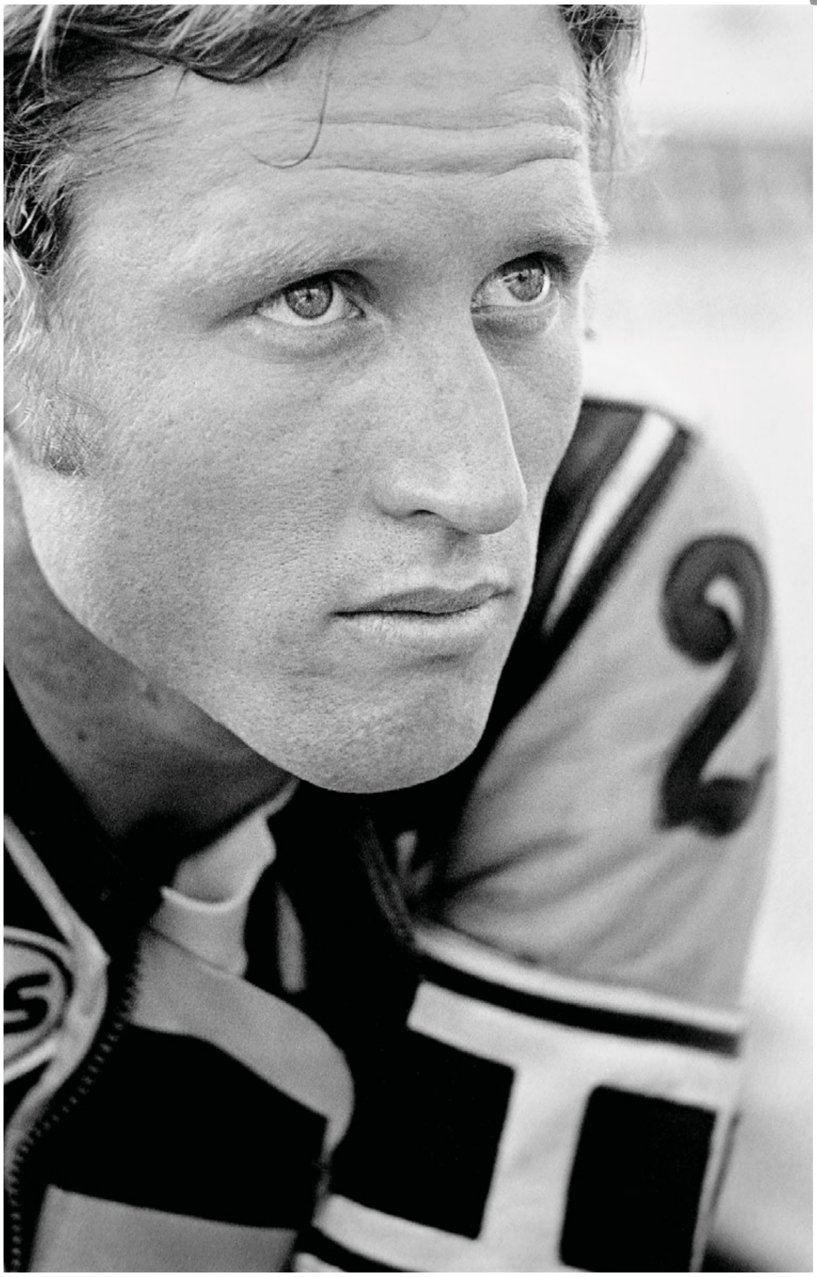


"Then I Went & Shot Myself"

50 years ago "King Kenny" Roberts won his first major championship, lost a testicle, and shot himself in the leg...



(Above) Kenny Roberts in 1976. (Top, Right) Roberts leading a 1975 AMA National at the now defunct Ontario Motor Speedway in Ontario, California, riding a two-stroke, four-cylinder Yamaha TZ750 variant. Photos by Mush Emmons.

By Mat Oxley

"King Kenny" Roberts is arguably the most significant figure in motorcycle racing history: Twice AMA Grand National Champion, triple MotoGP World Champion, indefatigable fighter for riders' safety and rights, championship-winning team owner, and constructor of the last two-stroke to score a MotoGP pole position.

Roberts came of age in 1973 when he wrapped up his first American Grand National Championship, a series that combined road racing with all kinds of dirt-track—short track, mile, half-mile, and TT, which included motocross-style jumps. The title was also his first success with Yamaha, which led to a hat-trick of 500cc/MotoGP world titles, from 1978 to 1980, and three more, as team owner with rider Wayne Rainey, from 1990 to 1993.

The Roberts story started when he was age 13 and learning to be a cowboy. "I was training horses, I was going to be a cowboy," recalls the 71-year-old, who grew up in Modesto, a country town in some of California's richest farmland. "I was very small, so a lot of people wanted me to be a jockey. They'd already figured out I wasn't going to be very good at school.

"I was working for a guy in Modesto, helping him train Tennessee Walkers (horses). These people bought their kids a minibike, chain driven with a centrifugal clutch and a Briggs and Stratton lawnmower motor. I go to feed the horses one day and they say, 'Hey, Kenny ride the bike.' I say 'No, don't want to.' 'You're a baby, you're a chicken,' they say. 'No, I'm not chicken, I just don't want to ride it.' 'You're a chicken.' OK, so I rode the minibike, scared the s--t out of myself because I thought the throttle should work the opposite way. It was a nightmare. OK, I've got to have one of them..."

After a while, his parents bought him a second-hand Tohatsu 50cc two-stroke. "It blew up, so this guy fixed it for me and when he saw me ride it he said, 'That kid needs to be on a racetrack.' He asked me, 'You want to go to the races with me?' I said, 'No.' I thought it'd be big guys with beards. We ended up going to the races at this old fairground down the street. They were just normal kids, so I said, 'I can beat them guys.' That's how I started."

Roberts went Pro on his 18th birthday and signed with Yamaha soon after, but it could all have been so different…

"I wanted to race Triumphs, but the president of Triumph America said I was too small, that I'd never make a big bike rider," adds Roberts. "So I signed with Yamaha when I was a Novice, at the end of 1969. When I signed with them I told them, 'I didn't want to road race, I just want to do dirt track.' They said, 'Nah, You've got to do both.'

"My first Expert year, 1972, I led the Championship, but the bikes kept breaking, so before '73 I walked into Yamaha and said, 'I won't race for you guys for less than $30,000 and they went, 'OK!' 'Oh s--t!' I found out later they had $40,000 reserved for me, but they got [veteran dirt-track tuner] Shell Thuett doing all the bikes and we won the Championship.

"Harley had the best dirt trackers at that time and they'd already said they'd hire me and pay me as much as their top guy, which at that time was Cal Rayborn. The day I walked into Yamaha I phoned Harley's Racing Manager Dick O'Brien. He said, 'Look, I think your future is in road racing and we're not there… I'm not telling you to sign for Yamaha, because if you don't sign with them I'll sign you tomorrow, but if I was you I'd really consider Yamaha because they've got a water-cooled 350 road racer that's going to obsolete everything we have.' Man, that was weird."

Thuett's Yamaha dirt trackers were powered by over-bored, single-

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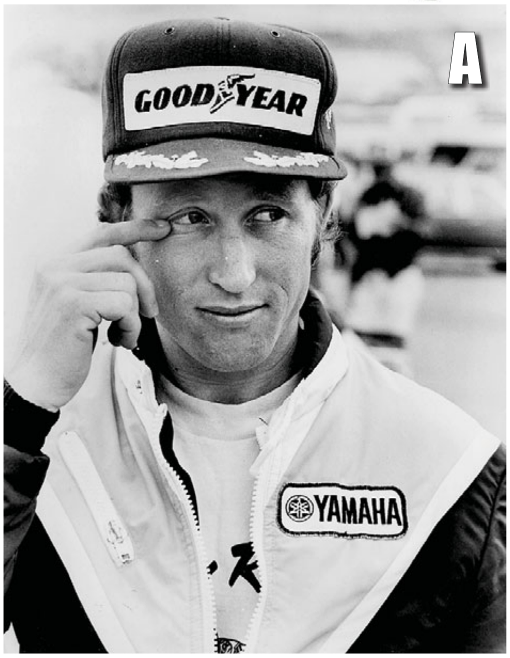
EDITOR'S scrapbook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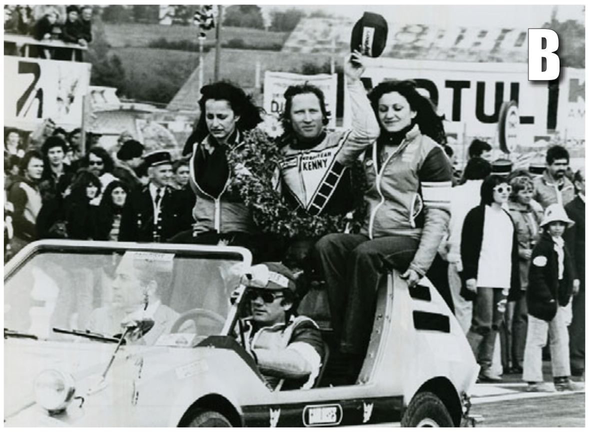
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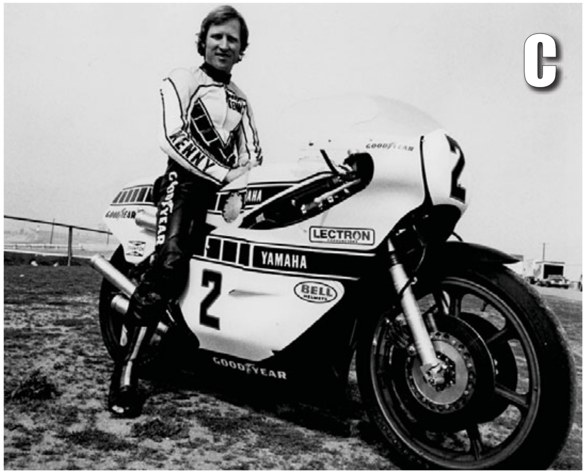
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(A) *Kenny Roberts lapped the 1984 Daytona 200 field on a 680cc version of a four-cylinder two-stroke Yamaha 500cc GP racebike. Photo by John Ulrich.* ***(B)*** *Roberts after winning the 1978 French 500cc GP at Nogaro, France and* ***(C)*** *on an OW01 TZ750 variant, also in 1978. Photos courtesy Yamaha.*

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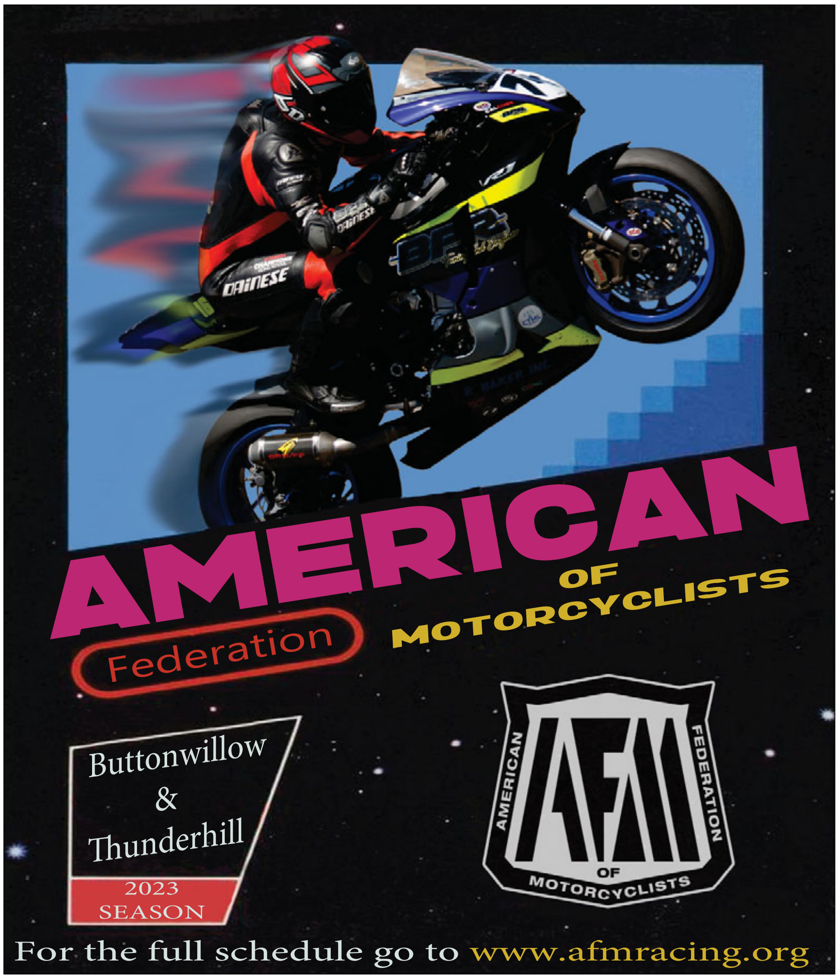

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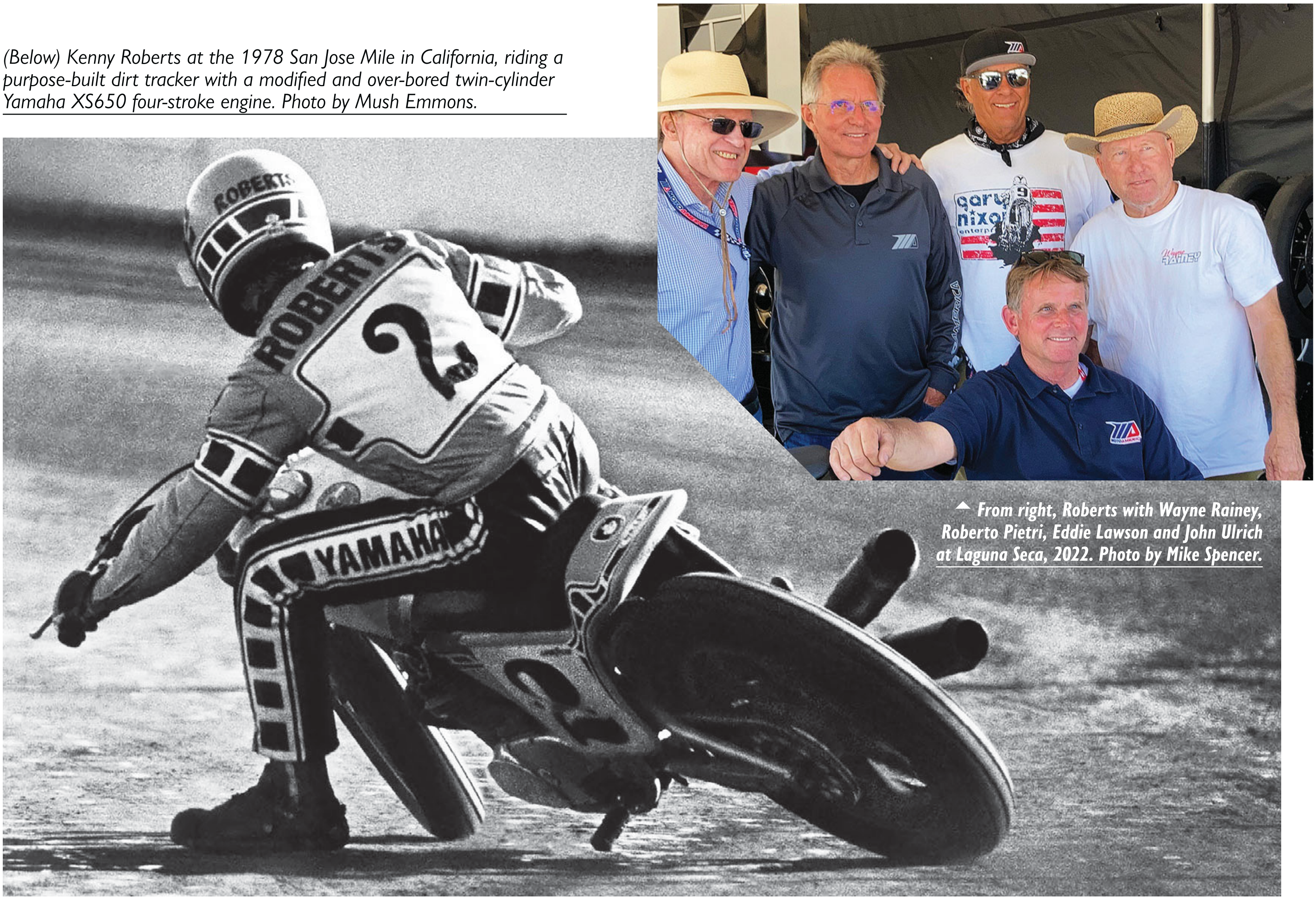
(Below) Kenny Roberts at the 1978 San Jose Mile in California, riding a purpose-built dirt tracker with a modified and over-bored twin-cylinder Yamaha XS650 four-stroke engine. Photo by Mush Emmons.



From right, Roberts with Wayne Rainey, Roberto Pietri, Eddie Lawson and John Ulrich at Laguna Seca, 2022. Photo by Mike Spencer.

overhead-cam, twin-cylinder Yamaha XS650 modified road bike engines, so they weren't the fastest, but neither were they the slowest and they were reliable. Plus he had a TZ350 for pavement events. This was all Roberts needed to prove how good he really was.

"During '73 I was more or less in the top three or four wherever I went: Short track, miles, half-miles, and TT. And O'Brien was right, the 350 was a little rocketship, so the points just added up and I was Champion before the end of the season."

This was the year that Roberts learned to road race properly, after watching 1972 250cc World Champion Jarno Saarinen race in the United States. Roberts noticed how Saarinen shifted his body to the inside of the corner and finally he felt at home riding on asphalt.

"It all came together for me at that time. I have to thank O'Brien for that, because otherwise it would've been years before I'd have gone to Yamaha. And 1973 was the complete turnaround because that's when I started dragging my knee. As soon as my knee hit the ground I suddenly knew how to road race. It was the weirdest thing, because I went from going around corners scared to death that the front end would let go to all of a sudden able to stick the bike into the corner and laugh all the way to the finish line.

"But I did what I could to f--k it up. Just before Daytona '73 I hurt one of my balls when someone hit me in a motocross race. When I got to the hospital I was screaming. Then they injected me with morphine and I just started to cry. I didn't know anything could hurt that much.

"That was a big disappointment because I was going to go to Daytona and hang off the bike but I couldn't, because we'd rigged up this contraption, like three jockstraps and a plastic cup. They cut a big hole in the 350's seat for the cup. Every time the cup banged on something the pain just shut my eyes. At Daytona the bike broke—Jesus, I was so pleased! I lost the ball, but the other one got bigger, so it actually helped!

"Then the very next race in Texas my knee started hitting the ground, I won the race, took the points lead and never lost it. So it was s--t for a couple of months, then it all turned around.

"Then I went and shot myself. I was cleaning this pistol and caught the hammer on something. Luckily I missed my ball with the bullet but it went into my leg. I went to the doctor and said, 'Will I be able to walk again?' He put a Band-Aid on it and said, 'You can go home.' I said, 'Come on, you can tell me.' And he went, 'I tell you what, you're cured, go home.' It was kind of hilarious—I thought I was never going to race again. I had an X-ray the other day and the bullet is still there."

Roberts had been due to make his European road race debut in 1973, but his groin injury kept him home in the States and he wasn't at all unhappy about that.

"I never wanted to go to Europe. I thought Yamaha was going to build a dirt-track motor. I was young and naïve and I just thought everybody wanted to be a dirt tracker and be Grand National Champion. I was floored when they said were pulling out of dirt track. I actually cried.

"Then they said, 'Here's what we're going to do: You'll be our number-one road race guy and you can ride a Harley or anything you like on the dirt and you'll win the championship and everybody will be happy.' But I said, 'I don't want to do that; I'm a Yamaha guy.'

"So in '74 I went to Europe for the Transatlantic, the Dutch TT, the Imola 200, and Paul Ricard. It kind of wrecked me because I was treated very well in Europe, especially in Italy. It was only when I got to Assen for the Grand Prix that I realized they didn't give a s--t about the riders and it was a shock. I got third in the 250cc GP because I'd fallen off going into the lead. Afterwards Kel [Carruthers, former 250cc World Champion who fettled Roberts' Yamaha road race bikes] said, 'You'll never do another GP.' I went, 'Good, I can go home, race and make money.'"

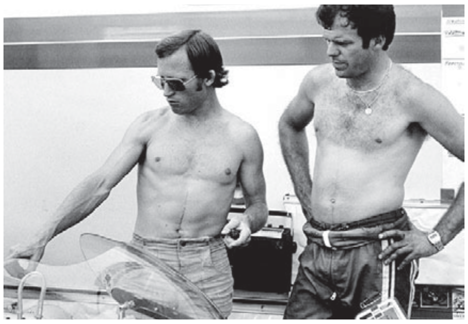
Roberts' speed at Assen was noticed by the biggest grand prix team of them all—MV Agusta—and he could've become a factory rider for the legendary Italian marque.

"The next thing we're leaving the Assen paddock and the boss of MV Agusta comes up to the car. He's knocking on the window, saying, 'Kel, we want Kenny to ride our bike!' And Peter Schick, Yamaha's U.S. Racing Manager, says, 'You can't talk to our rider!' Then they start arguing and Kel says, 'Pete, that's MV Agusta! MV Agusta! The kid's got to test that bike!' I said, 'I don't want to test that bike, get out of here, let's go!'

"You kind of fumble through life and that's kind of what I did…" **RW**

#NUMBERS& TRIVIA▷

Kenny Leroy Roberts earned the nickname "King" for good reason. First riding a motorcycle at age 12, Roberts went on to win 32 AMA Grand National dirt track races and two AMA Grand National Championship (GNC) titles; complete the "Grand Slam" of AMA racing (with National dirt track wins at a TT, short track, half-mile, mile plus a National road race win); win two AMA National road race Championships; win three Daytona 200s; and win three consecutive 500cc Grand Prix World Championships (1978-1980), including 24 race wins and at least one race victory in every World Championship season he raced. After he stopped racing full-time in 1984, Roberts formed Team Roberts, which went on to win four Grand Prix World Championships, including both the 250cc and 500cc crowns in 1990 and three consecutive 500cc titles (1990-1992) with Wayne Rainey. Roberts' son Kenny Lee Roberts went on to win the 500cc World Championship in 2000, making them the only father-son combination to accomplish that.



△ *Kenny Roberts and mechanic Trevor Tilbury during the 1979 Dutch TT at Assen, a 500cc Grand Prix round. Photo by John Ulrich.*

Kenny Leroy Roberts' Career Highlights
Born: December 31, 1951
Hometown: Modesto, California

1965	Entered first motorcycle race
1969	Entered first Professional motorcycle race
1973	***Won AMA Grand National (dirt track) Championship***
1974	Won first AMA National road race, at Road Atlanta
1974	Completed AMA Racing "Grand Slam"
1974	***Won AMA Grand National (dirt track) Championship***
1974	Made Grand Prix debut (250cc), at Assen
1976	***Won AMA 250cc GP Championship***
1977	***Won AMA Formula 1 Championship***
1978	***Won the Daytona 200***
1978	***Won 500cc GP World Championship***
1979	***Won 500cc GP World Championship***
1980	***Won 500cc GP World Championship***
1983	***Won the Daytona 200***
1984	***Won the Daytona 200*** / Started Team Roberts
1990	Team Roberts won the 250cc & 500cc GP World Championships
1990	Inducted into Motorsports Hall of Fame of America
1991	Team Roberts won the 500cc GP World Championship
1992	Team Roberts won the 500cc GP World Championship
1992	Inducted into International Motorsports Hall of Fame
1998	Inducted into AMA Motorcycle Hall of Fame
2000	Named MotoGP Legend

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ARMY OF DARKNESS

Intentional Destruction of Laboriously Engineered Artifacts

FIRST PERSON/OPINION:
By Sam Q. Fleming

2022 › PART 3

The Racing River Rolls On

◀AOD's Geoff May (99) leads TSR-Dunlop's Hayden Gillim (912) in the Road Atlanta endurance race—and leads the series points as well. Photos by Raul Jerez Highside Photo.

Road Atlanta
September 3rd, 2022

Three rounds in we had scored three second places but, because the other teams had each had some tough races, we found ourselves in the points lead for both class (Heavyweight) and Overall for the first time in the season, with two events to go.

Cody Wyman, in addition to contesting the WERA National Endurance series with us, was also competing in MotoAmerica Twins Cup and Junior Cup classes. He would end up being the Junior Cup Champion for 2022 but also broke his heel. He was walking on it again at Road A and could ride but, in an abundance of caution, we recruited Geoff May to join us for the race.

Geoff May is a talented, experienced and very methodical rider who knows Road A very well. He also runs number 99 so he seemed like a natural fit. He has a lot of experience on Pirellis with the downside being that he had not ever done a real endurance race nor had much experience on Yamahas.

Based on May's feedback ("stiffer, faster") we de-nannied the ECU and kept adding spring, with the theory being that while Pitt is fast and flowing, Road A has more point-and-shoot turns. We worked on the set-up until the afternoon rain came in and then we worked on rain maps and what suspension changes we might want to make mid-race if we went from a dry to a rain race.

BHM brought in Josh Hayes and Rocco Landers, and TSR-Dunlop brought in Hayden Gillim and Taylor Knapp. We planned to use Chris Peris and May.

Race day dawned with a drying track and a mixed forecast. The track was still damp and qualifying was shortened, so we didn't get to go for a fast lap as the session dried and ended up fourth, on the second row.

At the green flag Hayes just flat out took off and gapped the whole field. We held on in third, losing a little bit of time to TSR and watching our points lead slowly evaporating on the track.

And then a red flag went our way. When the red flag came out all three top teams were on the same lap so it set us all back to zero, meaning, the lead they had on us sublimated.

And then it got weird. Like, never in 30 years of endurance racing had I seen events unfold like this. It started raining. We aren't allowed to work on the bikes during a red flag and all the teams had cold slicks on all the bikes with a wet track.

The rules for a red flag restart say that, aside from any bikes that were already in the pits when the red flag flew, anyone who does not take the restart gets docked a lap. No one was thrilled at the prospect of taking the start on cold slicks on a wet track but as the team captains milled around with the officials on pit road trying to gain insight into race direction, the word came down that we were going to wait until the track dried.

Chris Peris saves tire wear, and confuses the Yamaha YZF-R1 kit electronics, by taking both wheels off the ground at the exit of Turn Five at Road Atlanta.

This struck the veterans in the pits as somewhat unorthodox, because we practiced in the rain the day before, we raced in the rain at Roebling Road the year prior, endurance races are supposed to be held rain or shine, and endurance teams should be prepared to swap wheels and tires etc. etc. This strange turn of events lead to lots of conspiracy theories about why we were not following normal race procedure to restart the race.

Eventually, the officials held a mid-race riders meeting to tell us that we were going to take a sighting lap, then pit, then we could elect to change tires if we wanted to but not refuel, and then they were going to restart the race. They didn't put any restrictions on what tires we

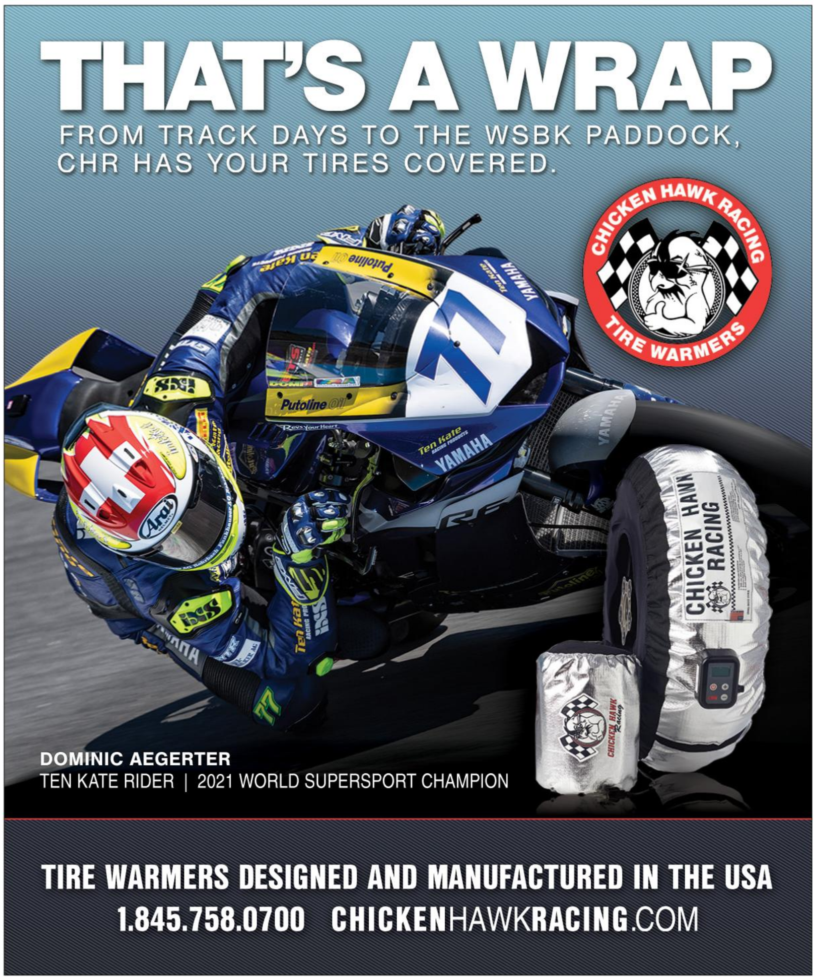
(Above) Chris Peris forgets that he doesn't get free unlimited race boots anymore as he approaches Charlotte's Web at Barber.(Below) Cody Wyman on the way to his first liter bike national championship, at Barber. He had won the MotoAmerica Junior Cup championship two weeks prior. Photo by AKHughes Sports Media.

◀ *Tim tosses a used Pirelli while reaching for a fresh one and Melissa flips the direction on the pneumatic wrench while Geoff May waits for Anthony Consorte to declare the fuel tank full.*

switched to but we were not allowed to refuel.

We took the sighting lap and found the track was largely dry, so we put on new slicks fresh off the warmers. Most other teams elected not to put on fresh tires.

Red flag rules are a little strange. It used to be that teams could work on the bikes during red flags. That meant, in the olden days, we would refuel and put on new tires every red flag as it was basically a free pit stop. Eventually it was decided that it detracted from the endurance part of the endurance race (and also gave a tactical advantage to the now-defunct Supersport classes) so, no more working on bikes under a red flag. AOD quickly figured out that, in many cases, it was better to not take the restart in such cases but



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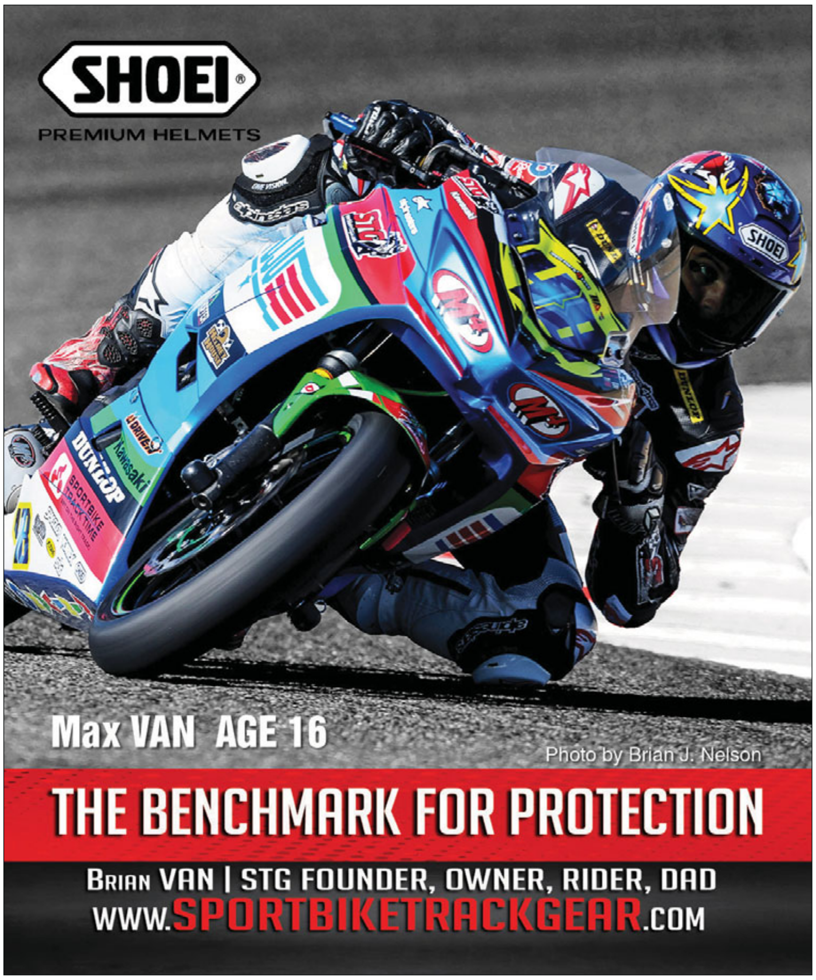
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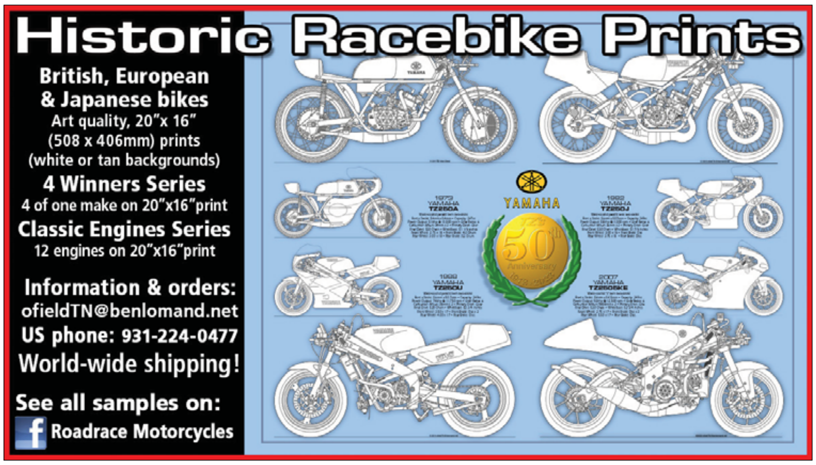
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(Above) Geoff May embraces endurance racing by decking Gaijin the AOD Yamaha YZF-R1 at Barber. Photo by AKHughes Sports Media. (Below) Taylor Knapp, Hayden Gillim, and Brad Burns (TSR-Dunlop) are good sports while Sam Fleming, Chris Peris, and Geoff May (Army Of Darkness) accept the winner's trophy and points lead, as Josh Hayes teases May from the third step.

simply roll the bike across the pits, do a pit stop, then restart.

Two races later that strategy had propagated through the pits and so each red flag became a Le Mans-style start where two bikes would take the green flag from the track and the rest of the field would roll bikes across the pits, perform stops, and then there was a wild scene as everyone left the pits. Remember, in WERA, pit lane speed limits are for felines.

So the rules were refined further to stipulate that “All machines that were running on the track at the time of the red flag must take the restart. You do not have to take the warm-up lap.You do not have to take your grid spot (you can start from the back of the field or pit lane). If you do not take the start and complete a lap on track you will be penalized one lap.”

At the restart BHM inexplicably decided to take the warm-up lap but not take the restart and, instead, incurred a one-lap penalty. That dropped them out of the contest for the lead.

With BHM taking themselves out of the race our attention turned to TSR. Gillim on the TSR bike had built up a 10-second lead on us but then they stopped for fuel, bumping us ahead of them on the track. May (on our bike) was pulling a second a lap on Knapp on the TSR bike and we built up a 30-second lead. That probably was enough for us to do a quick splash-and-go and have Peris take to the track, and with all the relative lap times and such we'd have a battle to the end.

But Tim Gooding had spent a lot of time hand-hammering a gas tank out of sheet aluminum in his driveway. And we had never once actually tried to see how far that tank would go because, typically we ran out of tire before we ran out of fuel. But the weird WERA red flag procedure had given us new tires, but not more fuel. So I knew that we had tire, and no idea how long we could run on the tank.

After a quick check of the scoring computer I figured out that, basically, we should run the tank until it was almost dry because, if another red flag came out while we were in the lead, we would win the race.

And then a back-marker ran out of gas on the back straight, and then the rider inexplicably lay down next to the track, and then the officials brought out a red flag. In an appalling display of poor sportsmanship I found myself jumping up and down by the pit wall yelling “Red Flag! Red Flag! We Won! We Won!” until my crew reminded me that, you know, we should make sure no one was hurt before celebrating the victory.

Ooops.

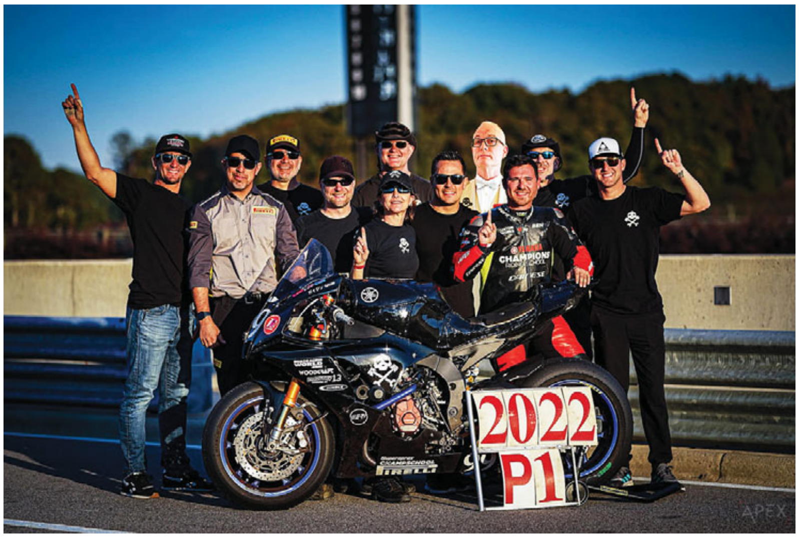
The strange turn of events was made even more surreal at the podium. BHM didn't bring their bike to the podium and instead sent Josh Hayes to the podium to accept the third place trophy by himself. TSR was visibly gutted by the result.

The victory gave us a 10-point lead in class points over TSR and a 15-point lead over BHM for the overall heading into the last round.

It was going to be another end-of-season slug fest at Barber.

Barber Motorsports Park
October 21, 2022

We performed a ritual sacrifice in the garage at home and prophylactically changed our fuel pump and engine oil, put more valving and spring in the Öhlins shock, put more spring in the forks, and mounted as many Pirellis of two compounds (one for cool temps, one for warmer) as we could. I also built some new ECU maps in case we needed to try to give the tires a break on the long, accelerating, cresting turns of Barber.



The 2022 Army Of Darkness Endurance Team after securing a 19th national title from the left: Geoff May (rider), Oscar Solis (Pirelli technical expertise), Anthony Consorte (fuel and fabrication) YT Lechner (tires, mechanic, fabricator), Melissa Berkoff (mechanic, logistics), Tim Gooding (Crew Chief, fabricator), Chris Peris (rider) Phantom Chris Manfrin (tires, mechanic), Ben Walters (rider), Sam Fleming (team captain and propagandist), Cody Wyman (rider) pose with Gaijin, the 2020 Yamaha YZF-R1. Photo by AKHughes Sports Media.

Meanwhile, May, Gillim, and Hayes were racing at Barber with MotoAmerica. Hayes crashed at the exit of Turn Two and badly broke his leg. We consider him a friend so that news was upsetting. Gillim won some races so we expected he was going to be a handful in the endurance race.

We brought back May to add to Wyman, Ben Walters, and Peris.

BHM brought Superbike star Mathew Scholtz and Rocco Landers.

Twisted Speed, our nemesis team for four seasons and only 10 points behind us in class, were not at the track. Team principal Brad Burns had a big crash while testing the endurance bike five days earlier and had severely damaged the bike and hurt himself.

That meant that we only had to finish second to BHM to secure our 18th and 19th Championships, for Heavyweight and Overall.

That was just as well, because Dunlop had brought some insane prototype tires and Scholtz was using them to good effect so even if we had to beat them to retain our titles, we probably would have lost.

But we didn't have to, so I spent the whole day telling Geoff, Chris, Ben, and Cody: "You guys know we just need to beat whoever is in third? We don't need to win this!"

Race day dawned with beautiful weather. We qualified second. Before the race I am sure I drove Geoff crazy as I told him again to let Scholtz go. The only way they could win the championships was if we DNF from a mechanical or a crash.

As the race unfolded, all four of our riders in turn put in clean, smooth, and fast laps, and we finished where we qualified: Second.

The river of competition keeps flowing. There were races before we started, and there will be races after we are gone. There are more years behind this team than there are in front of it. But in beautiful light and lovely weather we took the checkered flag for the Heavyweight Class and the Overall Championships. ***RW***

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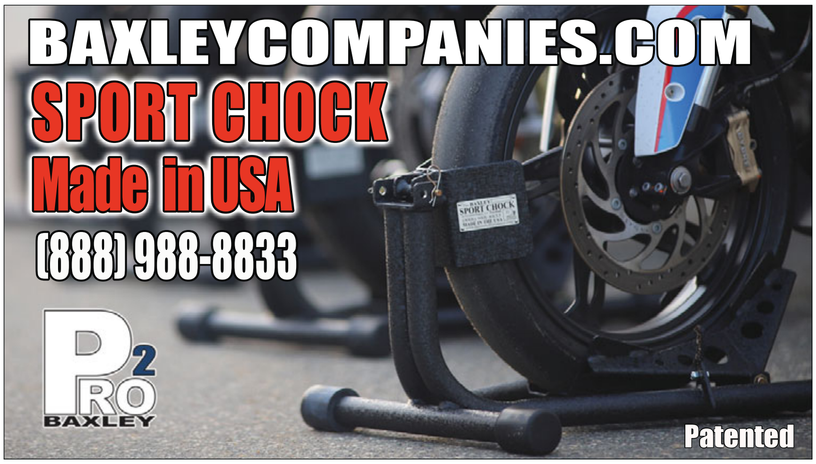
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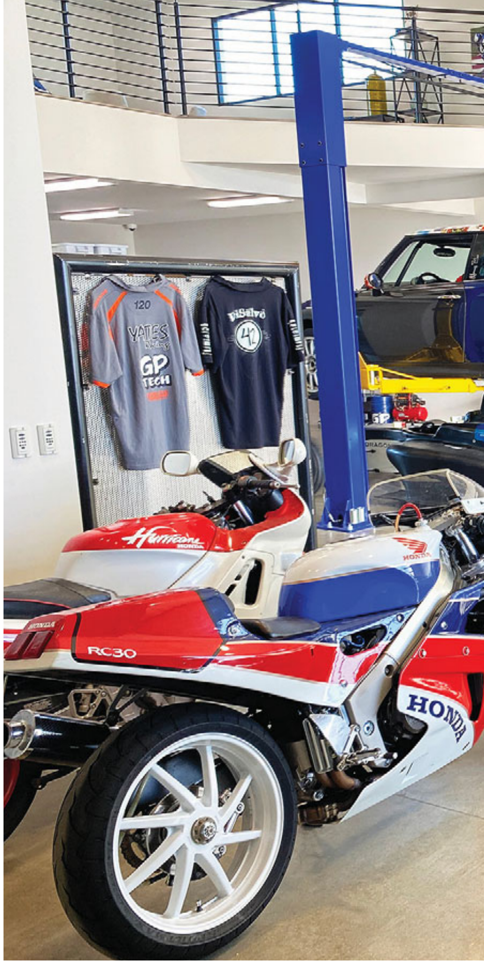
AT HOME WITH...
Geoff Maloney



(Above) Geoff Maloney's 6,500-square-foot home/workshop located at The Thermal Club, near Palm Springs. (Right) Maloney standing in a doorway between the downstairs living area and the garage, with bikes on a mezzanine in the background. The building is 60% living area and 40% garage/workshop.

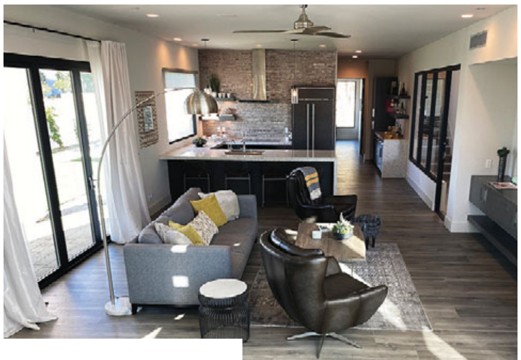
By David Swarts

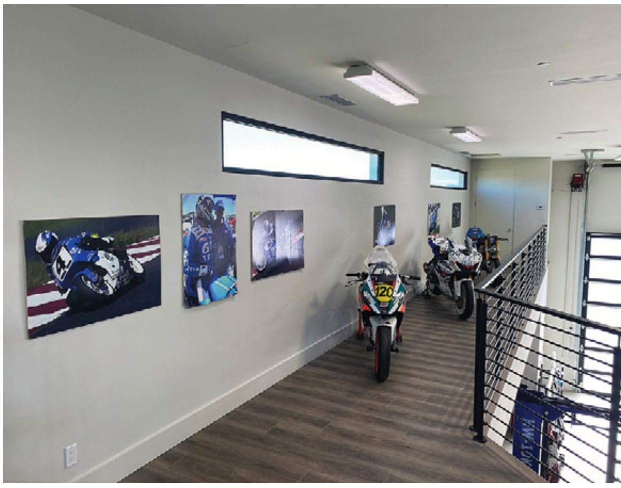
When former racer, race team owner, and aftermarket parts manufacturer/distributor Geoff Maloney's name appeared in my social media feed recently, it was all I needed to reach out and see how he was doing. Maloney is doing just fine, and he invited me to come catch up at his home at The Thermal Club track, in Thermal, California.

After finishing school, Maloney moved to New Mexico, discovered wood working and built up a set of skills while making custom cabinets and artistic pieces. Maloney also discovered motorcycle road racing with CCS in Arizona and MRA in Colorado.

Maloney then moved back to his home state of Michigan, where he continued racing and realized that that he could use his skills to build motorcycle parts that could not only improve his performance but could also fund his racing aspirations.

"It was when Mick Doohan screwed his leg up [1992] and they developed a thumb-operated rear brake for him to use. I thought I needed that, because I didn't have the range of motion in my left foot to use the rear brake," said Maloney. "At Grattan [Raceway Park], they have what they call 'The Jump.' It's a hump in one of the back straights and right after it there's a turn. You can go through there better by dragging the rear [brake] going over that rise."





(Above, Left) The downstairs living area. (Above, Right) Another view of the mezzanine. (Left) The garage elevator, used to move motorcycles upstairs.

Maloney carved a mockup of a thumb brake assembly out of wood and then, in a very old-school way, created wooden forms to cast prototype parts.

"It worked and I liked it," he said. "Then I thought, 'this is a great excuse to be a degenerate in the motorcycle industry and make parts and keep racing.'"

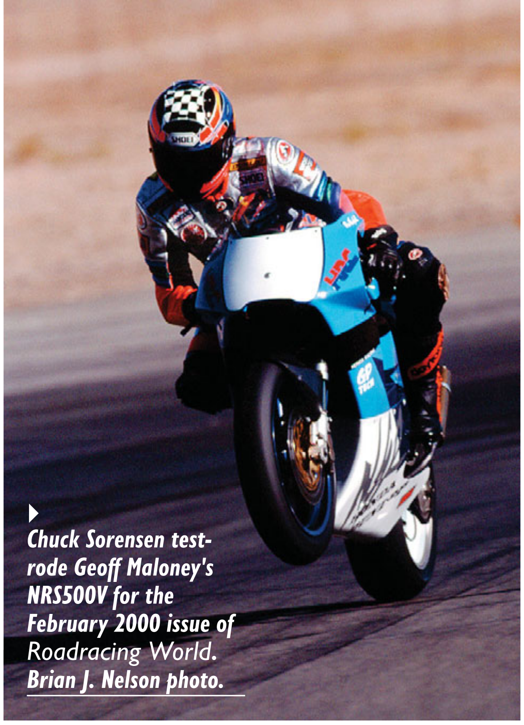
Maloney says he then got serious about his new business, GPtech LLC, developed more parts like fairing brackets and breakaway levers, and started importing and distributing other racing parts like radiators and brake components. He then figured the best way to market everything was to be present in the AMA Pro Road Racing paddock. So, Maloney formed the GPtech Racing team and competed in the 250cc Grand Prix class for several seasons with riders like Michael Barnes, Derek King (R.I.P.), Chuck Sorensen, and Simon Turner earning podium finishes.

Maloney also personally raced in AMA Pro 250cc Grand Prix events, earning his own top-10 finishes. In 2001, he decided to retire from full-time competition, and he shut down his team right before AMA Pro Racing dropped the 250cc GP class.

But Maloney continued, making one-off appearances on his Yamaha TZ250 and ex-John McGuinness Isle of Man TT twin-cylinder 1997 Honda NSR500V while arranging wild card entries for others.

In 2004, Maloney built a Suzuki GSX-R600 with all the trick parts he was importing and entered Texan Ty Howard in the AMA Pro Formula Xtreme race at Mid-Ohio. Despite starting last on the grid due to a technical problem during qualifying, Howard finished fifth.

When it was announced that MotoGP was coming to Indianapolis Motor Speedway in 2010 and bringing the new Moto2 class, Maloney put together a special one-off Moto2 wild card with Jason DiSalvo riding a racebike built by FTR, a company Maloney did business with. DiSalvo finished an incredible ninth as a wild card, which led to Maloney repeating the effort the following year (2011) at Indianapolis with then-18-year-old Jake Gagne, who was left without a ride after winning the 2010 Red Bull MotoGP Rookies Cup.



Chuck Sorensen test-rode Geoff Maloney's NRS500V for the February 2000 issue of *Roadracing World*. Brian J. Nelson photo.

Jason Disalvo (42) rode Geoff Maloney's Suter to ninth in the 2010 Moto2 race at Indianapolis. Brian J. Nelson photo.

Geoff Maloney serviced, supported and delivered 576cc fuel-injected, two-stroke V4 Suter MMX500s in 2017, and invited Racing Editor Chris Ulrich to ride one. Here, (from right) they pose with new MMX500 owner Dave Frick, Frick's friend Dan Sokolich, and Suter's Maurizio Baumle at Thermal. Ted7.com photo.

"It was on the same chassis, and it was already getting long in the tooth, but Jake did stellar," said Maloney. "It started overheating during the race and was puking water. You could see him going into Turn One and tucking the front, but he brought it home (31st out of 38 starters)."

Later that season, IRTA approached Maloney about taking over racer Alex Bedon's struggling Moto2 team, and although he turned the offer down, Maloney wasn't done with his wild cards and took on a MotoGP Claiming Rules Team (CRT) project.

"I decided we would base our project around the GSX-R1000," said Maloney. "I tried to keep it as simple as possible. We did that project just to see if I could do it. We did it and we got our ass handed to us, but it was a fabulous experience."

The project had a strong start with Aaron Yates taking 16th in the Red Bull Indianapolis GP in 2012—despite being down nearly 32 mph in average top speed to the top prototype factory bikes. The next year Barnes rode the same bike at the Red Bull Grand Prix of the Americas at Circuit of The Americas but failed to qualify on the machine.

Following that, Maloney slipped off the professional racing radar screen and eventually shut down GPtech LLC. He provided support for a few riders, like Aaron Yates' son Ashton, but Maloney stayed in the background until 2018. That's when Maloney invited *Roadracing World's* Racing Editor Chris Ulrich to come to The Thermal Club and test a Suter MMX500—a fuel-injected, 576cc V4 two-stroke Grand Prix track machine. Maloney's time working with Suter's official U.S. distributor was short-lived, but his time at The Thermal Club was not.

Roadracing World first heard about The Thermal Club in 2011, and the facility officially opened in 2012. In 2015, MotoAmerica hosted a media event at The Thermal Club, but at that time the facility didn't have much to offer aside from two tracks and a couple of operations buildings.

Now, there are three tracks that can be run in 20 different configurations (including a 5.1-mile course), a karting track, a skid pad/autocross course, a race shop, a tire shop, a fitness center, two pools, a spa, multiple restaurants and bars, and the tightest 24-hour security you can imagine.

The Thermal Club is only for members, their immediate families, and invited guests. And to become a member requires buying one of the 263 trackside plots of land and building a home on it within five years. Maloney bought his lot relatively early on, in 2015, and completed the 6,500-square-foot, three-bedroom, four-bathroom home you see here in 2018.

"When I moved out here to California, I started exploring and looking at things," said Maloney. "I came out here and asked for a tour. I thought it would be a good idea to set up shop out here, deliver motorcycles, do testing, have friends out for testing. What a fantastic way to start every day—roll out of bed and just ride or drive or whatever."

Maloney and his wife designed the house, setting it up so the upstairs living area can be separated from the downstairs living area, which can be separated from a guest bedroom/changing room and bathroom just off the garage to better accommodate multiple guests.

"For the garage, I wanted an upstairs workshop for the motorcycles," said Maloney. "So, we put a hydraulic lift in so we could have everything up top, all the bikes and parts and tools, and we could keep the cars below. We also had a lounge area down below. Right now, we've got some of bikes moved out, but I've got my MotoGP CRT Suzuki GSX-R1000, my Moto3 prototype, Ashton's KTM RC Cup racebike, my Honda RC30 and NC30, and my Honda Hurricane 600." Not present were Maloney's grand prix racebikes, which he still owns.

On the bottom level of the garage, Maloney had his Mini Cooper race car on a work lift, his winged Formula 4 racecar underneath it, his Aston Martin DBS, and a lot of room to spare. Most homes in the neighborhood have garages meant to accommodate 10-20 cars and/or motorhomes.

Maloney said the biggest attraction of The Thermal Club was obviously the tracks, which are open to members and their guests five days a week.

"I can just roll right out of here, have them do a quick safety check in the paddock, and go out on track," said Maloney. "I can bring stuff down and set up a space in the pits if I want, but it's so much easier to work from here, even though they have seats, shade, and complimentary drinks and snacks for us on pit lane."

As incredible as all of this seems, maybe the craziest thing is that Maloney is giving it up. The house seen here was listed for sale when we visited.

"I loved every minute of living here," said Maloney, who is essentially retired. "I had a ball. And the neighbors are really cool, and they're always doing neat stuff. It's a good community. What you're able to see and what you're able to drive is pretty mind-boggling.

"But we ended up finding a cool place that we're looking at longer, longer term. It's kind of a ranch thing. It presented itself earlier than we had planned, and we had to jump at it, but we're happy that we did. Now, I'm hoping someone else can make this place a new home for themself." **RW**

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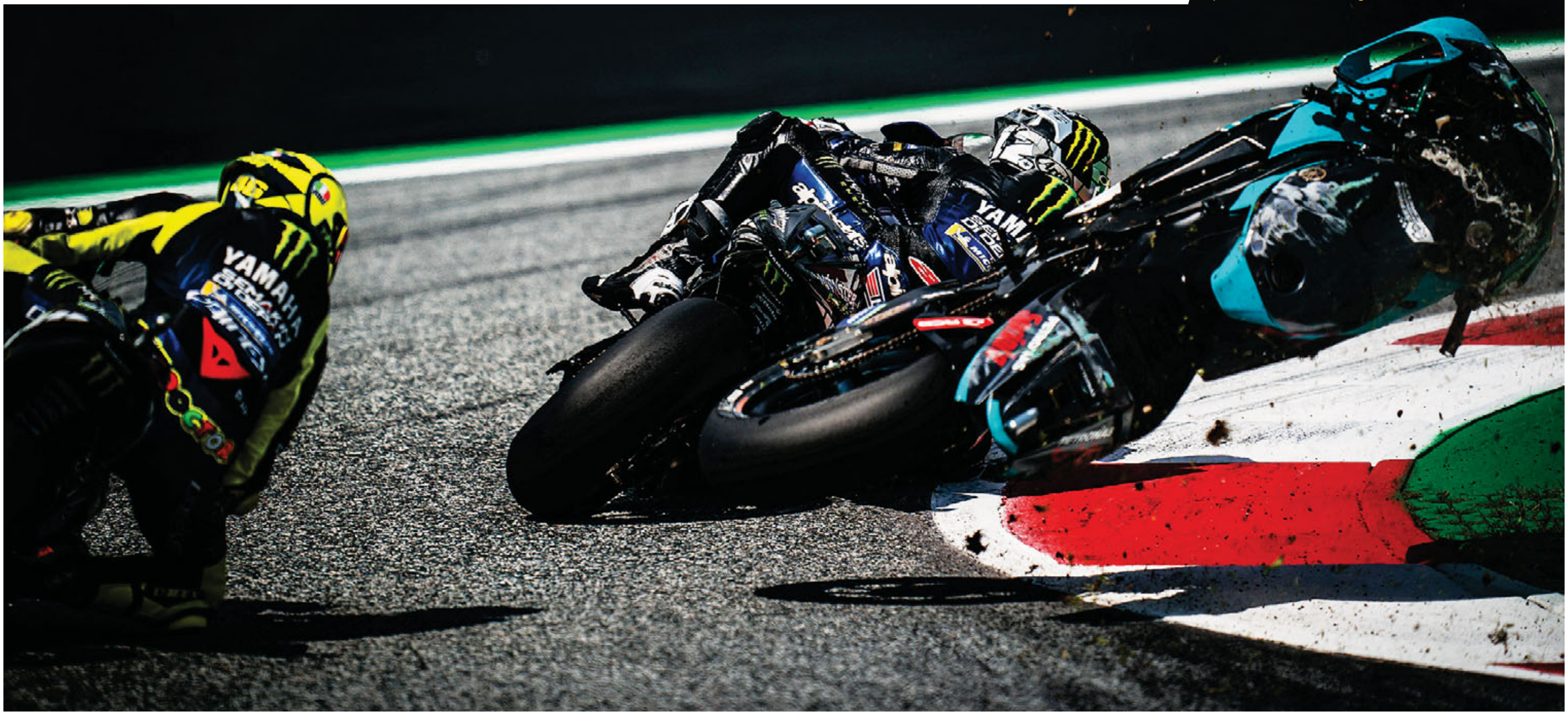

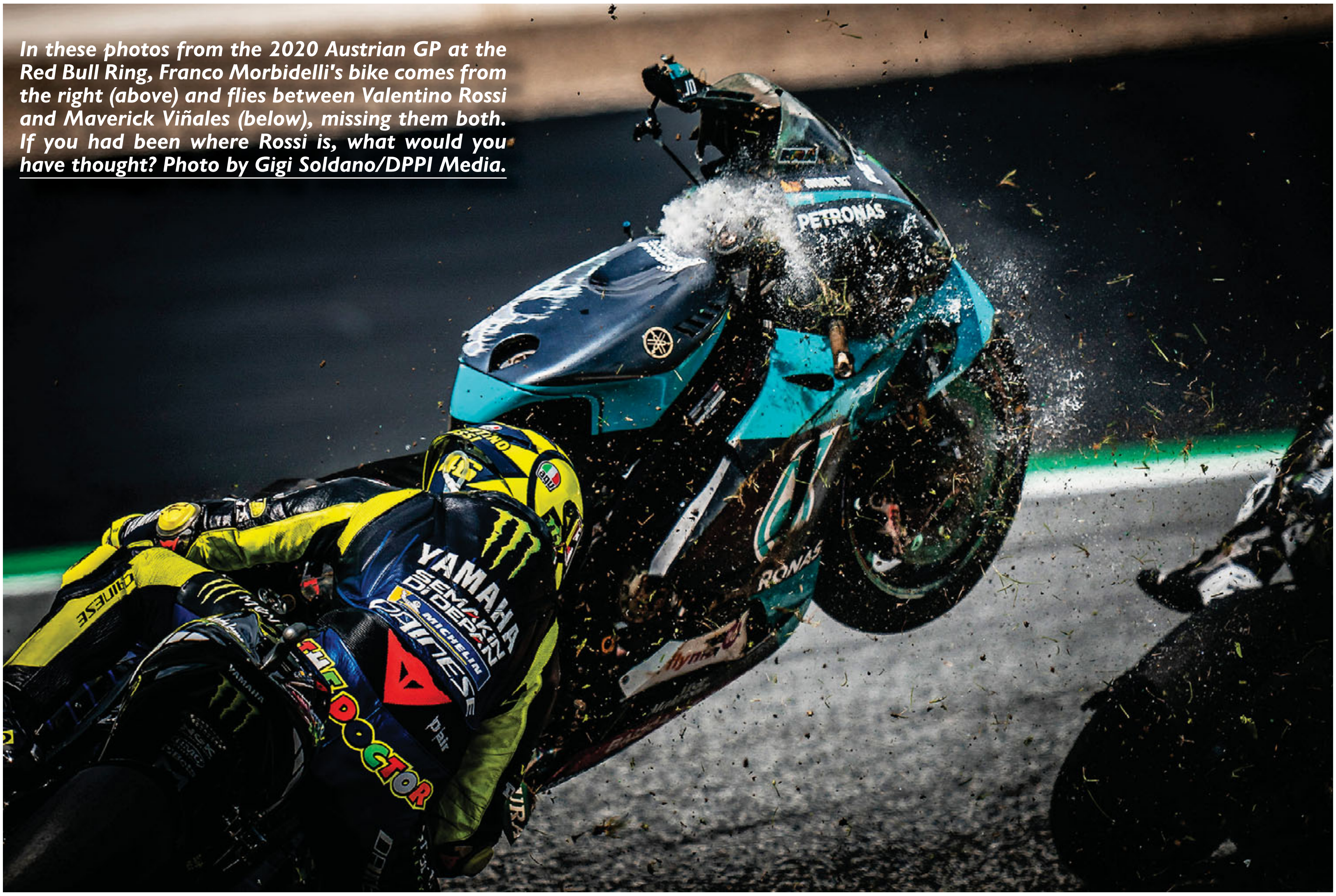

In these photos from the 2020 Austrian GP at the Red Bull Ring, Franco Morbidelli's bike comes from the right (above) and flies between Valentino Rossi and Maverick Viñales (below), missing them both. If you had been where Rossi is, what would you have thought? Photo by Gigi Soldano/DPPI Media.

ROAD RACING, SCHOOL, & TRACK DAY CALENDAR 2023

IMPORTANT WARNING: COVID-19 restrictions were still forcing event cancellations and postponements as we finished this issue of *Roadracing World*. Before going to a race, track day, school or other event, please ensure it hasn't been cancelled or postponed by contacting the promoter or clicking on the EVENTS tab on roadracingworld.com.

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3/31-4/2	Termas de Rio Hondo, Argentina
4/14-16	**Circuit of The Americas, Austin, TX, USA**
4/28-30	Circuito de Jerez, Jerez de la Frontera, Spain
5/12-14	Bugatti Circuit, Le Mans, France
6/9-11	Autodromo del Mugello, Scarperia, Italy
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	TT Circuit Assen, The Netherlands
7/7-9	Sokol International Racetrack, Kazakhstan**
8/4-6	Silverstone Circuit, Northamptonshire, UK
8/18-20	Red Bull Ring, Spielberg, Austria
9/1-3	Circuit de Barcelona-Catalunya, Barcelona, Spain
9/8-10	Misano World Circuit Marco Simoncelli, Misano, San Marino
9/22-24	Buddh International Circuit, India**
9/29-10/1	Mobility Resort Motegi, Motegi, Japan
10/13-15	Mandalika International Street Circuit, Kuta, Indonesia
10/20-22	Phillip Island Grand Prix Circuit, Phillip Island, Australia
10/27-29	Chang International Circuit, Buriram, Thailand
11/10-12	Sepang International Circuit, Sepang, Malaysia
11/17-19	Lusail International Circuit, Doha, Qatar*
11/24-26	Ricardo Tormo Circuit, Valencia, Spain

*=Evening Race, **=Subject to Homologation

For additional info, call 011-41-950-9500, www.motogp.com, www.fim-live.com.

(Enel) FIM MotoE World Championship

5/12-14	Bugatti Circuit, Le Mans, France
6/9-11	Autodromo del Mugello, Scarperia, Italy
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	TT Circuit Assen, The Netherlands
8/4-6	Silverstone Circuit, Northamptonshire, UK
8/18-20	Red Bull Ring, Spielberg, Austria
9/1-3	Circuit de Barcelona-Catalunya, Barcelona, Spain
9/8-10	Misano World Circuit Marco Simoncelli, Misano, San Marino

For additional info, call 011-41-950-9500, www.motogp.com, www.fim-live.com.

FIM Superbike World Championship

3/3-5	Mandalika International Street Circuit, Kuta, Indonesia
4/21-23	TT Circuit Assen, Assen, Netherlands
5/5-7	Circuit de Barcelona-Catalunya, Barcelona, Spain
6/2-4	Misano World Circuit Marco Simoncelli, Misano, San Marino
6/30-7/2	Donington Park, Donington, England
7/28-30	Autodrom Most, Most Czech Republic
9/8-10	Circuit de Nevers Magny-Cours, Magny-Cours, France
9/22-24	MotorLand Aragon, Alcaniz, Spain
9/29-10/1	Autodromo Internacional do Algarve, Portimao, Portugal
10/13-15	Circuito San Juan Villicum, San Juan, Argentina
TBA	TBA

TBA =To Be Announced

For additional info, call 011-41-950-9500, www.worldsbk.com, www.fim-live.com.

FIM Endurance World Championship

4/13-16	Le Mans 24-Hour, Bugatti Circuit, Le Mans, France
6/15-18	24-Hour Of Spa, Circuit de Spa-Francorchamps, Stavelot, Belgium
8/4-6	Suzuka 8-Hours, Suzuka Circuit, Japan
9/14-17	Bol d'Or 24-Hour, Circuit Paul Ricard, Le Castellet, France

For additional info, call 011-41-950-9500, info@fim.ch, www.fim-live.com.

Northern Talent Cup

4/21-23	TT Circuit Assen, Assen, Netherlands
5/12-13	Sachsenring, Hohenstein-Ernstthal, Germany
6/2-4	Motorsport Arena, Oschersleben, Germany
6/16-18	Sachsenring, Hohenstein-Ernstthal, Germany
6/23-25	Autodrom Most, Most Czech Republic
8/4-6	Red Bull Ring, Spielberg, Austria
9/22-24	Hockenheimring, Hockenheim, Germany

For additional info, visit www.northerntalentcup.com.

NATIONAL SERIES (U.S.)

MotoAmerica AMA/FIM North America Road Racing Series

3/9-11	Daytona 200, Daytona International Speedway, Daytona Beach, FL
4/21-23	Michelin Raceway Road Atlanta, Braselton, GA
5/19-21	Barber Motorsports Park, Birmingham, AL
6/2-4	Road America, Elkhart Lake, WI
6/23-25	Ridge Motorsports Park, Shelton, WA
7/7-9	WeatherTech Raceway Laguna Seca, Monterey, CA
7/28-30	Brainerd International Raceway, Brainerd, MN
8/18-20	Pittsburgh International Race Complex, Wampum, PA
9/8-10	Circuit of The Americas, Austin, TX
9/22-24	New Jersey Motorsports Park, Millville, NJ

For additional info, call (714) 242-5954, info@motoamerica.com, www.motoamerica.com.

AMA Sanctioned ASRA Championship Series Presented by Pirelli Tire

4/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
7/29-30	NCBike, Garysburg, NC
8/19-20	Roebling Road Raceway, Bloomingdale, GA
9/16-17	Blackhawk Farms Raceway, South Beloit, IL
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

AMA Sanctioned ASRA Team Challenge Series Presented by Michelin Tire

4/15	Carolina Motorsports Park, Kershaw, SC
5/6	Pittsburgh International Race Complex, Wampum, PA
7/15	Blackhawk Farms Raceway, South Beloit, IL
8/12	Summit Point Motorsports Park (Main), Summit Point, WV
9/3	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/20	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

(Progressive) AMA Pro American Flat Track (AFT)

3/9	Daytona Flat Track I, Daytona International Speedway, Daytona Beach, FL
3/10	Daytona Flat Track II, Daytona International Speedway, Daytona Beach, FL
3/25	Senoia Short Track, Senoia Raceway, Senoia, GA
4/1	Arizona Super TT, Wild Horse Pass Motorsports Park, Chandler, AZ
4/22	Dallas Half-Mile, Devil's Bowl Speedway, Mesquite, TX
5/6	Ventura Short Track, Ventura, CA
5/13	Sacramento Mile, Cal Expo Fair, Sacramento, CA
5/27	Red Mile, The Red Mile, Lexington, KY
7/1	West Virginia Half-Mile, West Virginia Motor Speedway, Mineral Wells, WV
6/17	Du Quoin Mile, Du Quoin State Fairgrounds, Du Quoin, IL
6/24	Lima Half-Mile, Allen County Fairgrounds, Lima, OH
7/8	Orange County Half-Mile, Orange County Fair Speedway, Middletown, NY
7/22	Bridgeport Half-Mile, Bridgeport Speedway, Bridgeport, NJ
7/30	Peoria TT, Peoria Motorcycle Club, Peoria, IL
8/6	Buffalo Chip TT, Sturgis Buffalo Chip, Sturgis, SD
8/12	Castle Rock TT, Castle Rock Race Park, Castle Rock, WA
9/2	Springfield Mile I, Illinois State Fairgrounds, Springfield, IL
9/3	Springfield Mile II, Illinois State Fairgrounds, Springfield, IL

For additional info, call (386) 492-1014, www.americanflattrack.com.

(Bridgestone) AHRMA American Historic Racing Series

3/17-19	Carolina Motorsports Park, Kershaw, SC
5/26-28	Classic MotoFest, Heartland Motorsports Park, Topeka, KS
6/2-4	Motorsports Park Hastings, Hastings, NE
6/23-25	New Jersey Motorsports Park, Millville, NJ
7/14-16	Classic MotoFest, WeatherTech Rcwy Laguna Seca, Monterey, CA
7/28-30	Gingerman Raceway, South Haven, MI
8/4-6	Blackhawk Farms Raceway, South Beloit, IL
9/8-10	Talladega Gran Prix Raceway, Munford, AL
10/5-8	Barber Vintage Festival, Barber Motorsports Park, Birmingham, AL

For additional info, call (888) 41-AHRMA (412-4762), www.ahrma.org/contact.

AMA Vintage Motorcycle Days (VMD)

7/20-23	Mid-Ohio Sports Car Course, Lexington, OH

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

North America Talent Cup

4/14-16	Circuit of The Americas, Austin, TX
5/19-21	Barber Motorsports Park, Birmingham, AL
6/23-25	Ridge Motorsports Park, Shelton, WA
7/20-23	Mid-Ohio Sports Car Course, Lexington, OH
8/4-6	Eagles Canyon Raceway, Decatur, TX
9/8-10	Summit Point Motorsports Park, Summit Point, WV
TBD	TBD

TBD=To Be Determined

For additional info, email info@northamericatalentcup.com, northamericatalentcup.com.

(Pirelli) WERA National Challenge Co-Sanctioned by AMA

3/18-19	Roebling Road Raceway, Bloomingdale, GA
4/15-16	Talladega Gran Prix Raceway, Munford, AL
5/26-28	WERA Cycle Jam, Michelin Raceway Road Atlanta, Braselton, GA
7/20-23	AMA Vintage Motorcycle Days, Mid-Ohio Sports Car Course, Lexington, OH – Limited Schedule, DH
8/11-13	Pittsburgh International Race Complex, Wampum, PA
9/9-10	Summit Point Motorsports Park (Main), Summit Point, WV
10/19-22	Barber Motorsports Park, Birmingham, AL

DH=Doubleheader Round

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

(Dunlop) N2/WERA Endurance Series

5/26	Michelin Raceway Road Atlanta, Braselton, GA
6/10	Carolina Motorsports Park, Kershaw, SC
7/15	Roebling Road Raceway, Bloomingdale, GA
8/11-12	Pittsburgh International Race Complex, Wampum, PA
9/9	Summit Point Motorsports Park, Summit Point, WV
10/20	Barber Motorsports Park, Birmingham, AL

For additional info, call (770) 720-720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

NATIONAL SERIES (NON-U.S.)

(mi-bike Motorcycle Insurance) Australian Superbike Championship

3/24-25	Sydney MotorSport Park, Eastern Creek, New South Wales*
4/28-30	Queensland Raceway, Queensland
6/16-18	Hidden Valley Raceway, Northern Territory
10/27-29	Phillip Island Grand Prix Circuit, Phillip Island, Victoria
12/1-3	The Bend Motorsport Park, South Australia

*Night Race

For additional info, call (03) 9684 0500, roadrace@ma.org.au, www.asbk.com.au.

(Bennetts) British Superbike Championship

4/7-9	Silverstone (National Circuit), Northamptonshire
4/29-5/1	Oulton Park, Cheshire
5/19-21	Donington Park (National Circuit), Donington
6/16-18	Knockhill Circuit, Fife, Scotland
7/7-9	Snetterton 300, Norfolk
7/21-23	Brands Hatch (GP Circuit), Kent
8/11-13	Thruxton Circuit, Hamptonshire
8/26-28	Cadwell Park, Lincolnshire
9/15-17	Oulton Park, Cheshire

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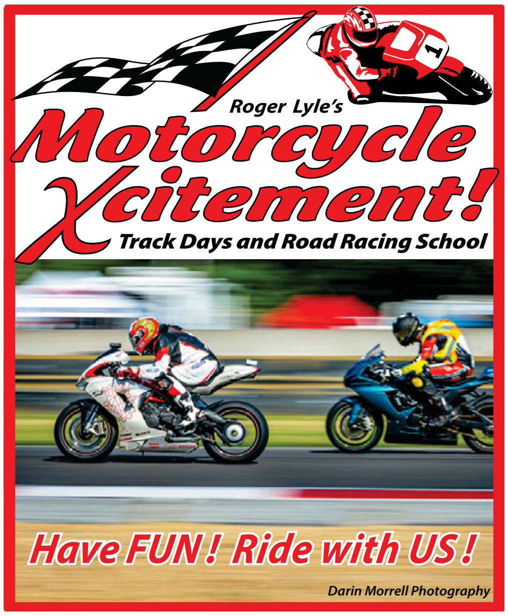
http://www.motoamerica.com



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510-796-7005
www.afmracing.org

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9/29-10/1	Donington Park (GP Circuit), Donington
10/13-15	Brands Hatch (GP Circuit), Kent

For additional info, visit www.britishsuperbike.com.

(Bridgestone) Canadian Superbike Championship

5/19-21	Shannonville Motorsport Park, Belleville, ON
6/8-11	Grand Bend Motorplex, Grand Bend, ON
7/20-23	Atlantic Motorsport Park, Mill Village, NS*
8/18-20	Canadian Tire Motorsport Park, Bowmanville, ON**
9/15-17	Shannonville Motorsport Park, Belleville, ON

*=two races for all classes, **=two races for all support classes, and three Superbike races
For additional info, call (647) 618-8289, info@csbk.ca, www.csbk.ca.

CIV Italian Championship Series

4/15-16	Misano World Circuit Marco Simoncelli, Misano, San Marino
5/13-14	Autodromo del Mugello, Scarperia, Italy
6/17-18	Autodromo Vallelunga, Campagnano di Roma, Italy
7/29-30	Misano World Circuit Marco Simoncelli, Misano, San Marino
9/2-3	Autodromo del Mugello, Scarperia, Italy
10/7-8	Autodromo Internazionale Enzo e Dino Ferrari di Imola, Imola, Italy

For additional info, visit www.civ.tv.

FIM JuniorGP Series

5/6-7	Circuito do Estoril, Estoril, Portugal
5/20-21	Ricardo Tormo Circuit, Valencia, Spain
6/3-4	Circuito de Jerez, Jerez de la Frontera, Spain
7/1-2	Autodromo Internacional do Algarve, Portimao, Portugal
7/15-16	Circuit de Barcelona-Catalunya, Barcelona, Spain
10/7-8	MotorLand Aragon, Alcaniz, Spain
11/4-5	Ricardo Tormo Circuit, Valencia, Spain

For additional info, visit www.fimcevrepsol.com.

French Superbike Championship

3/24-26	Bugatti Circuit, Le Mans, France
4/28-30	Circuit Paul Armagnac, Nogaro, France
5/26-28	Circuit of Ledenon, Ledenon, France
6/30-7/2	Circuit de Nevers Magny-Cours, Magny-Cours, France
7/14-16	Circuit Pau Arnos, Armos, France
8/25-27	Circuit Carole, Trembley-en-France
9/29-10/1	Circuit Paul Ricard, Le Castellet, France

For additional info, visit www.fsbk.fr.

IDM (German) Superbike Series

5/12-14	Sachsenring, Hohenstein-Ernstthal, Germany
6/2-4	Oschersleben, Motorsport Arena, Oschersleben, Germany
6/23-25	Autodrom Most, Most-Sous, Czech Republic
7/21-23	Schleizer Drieck, Schleiz, Germany
8/4-6	Red Bull Ring, Spielberg, Austria
9/1-3	TT Circuit Assen, Assen, Netherlands
9/22-24	Hockenheimring, Hockenheim, Germany

For additional info, call 49-711-182-1850, idm@actionteam.de, www.idm.de.

MFJ Superbike All-Japan Road Race Championship

4/1-2	Mobility Resort Motegi, Motegi
4/22-23	Suzuka Circuit, Suzuka City, Mie
5/20-21	Sportsland Sugo, Murata, Miyagi
6/18	Tsukuba Circuit, Shimotsuma, Ibaraki
8/19-20	Mobility Resort Motegi, Motegi
9/2-3	Autopolis Circuit, Kamitsue, Oita
9/23-24	Okayama International Circuit, Mimasaka, Okayama
10/14-15	Suzuka Circuit, Suzuka City, Mie

For additional info, http://superbike.jp.

CLUB RACING SERIES
(U.S./Canada)

AFM Series

3/18-19	Buttonwillow Raceway Park, Buttonwillow, CA
4/22-23	Buttonwillow Raceway Park, Buttonwillow, CA
5/20-21	Thunderhill Raceway Park, Willows, CA
6/17-18	Thunderhill Raceway Park, Willows, CA
9/23-24	Thunderhill Raceway Park, Willows, CA
10/TBD	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
TBD	WeatherTech Raceway Laguna Seca, Monterey, CA

TBD=To Be Determined
For additional info, call (510) 833-RACE, afm@afmracing.org, www.afmracing.org.

Alaska Motorcycle Road Racing Series

5/20-21	Tanacross Race Course, Tok, AK
6/2-3	Tanacross Race Course, Tok, AK
6/23-24	Tanacross Race Course, Tok, AK
7/15-16	Tanacross Race Course, Tok, AK
8/5-6	Tanacross Race Course, Tok, AK

For additional info, call (907) 727-1191, colinroth@alaskan.com.

ASMA Series

3/11-12	The Podium Club at Attesa, Casa Grande, AZ
4/1-2	Arroyo Seco Raceway (CCW), Deming, NM
5/6-7	Arroyo Seco Raceway (CW), Deming, NM
6/10-11	Arroyo Seco Raceway (CCW), Deming, NM
7/15-16	Sandia Speedway, Albuquerque, NM*
9/16-17	The Podium Club at Attesa, Casa Grande, AZ
10/14-15	Arroyo Seco Raceway (CW), Deming, NM
11/11-12	Arroyo Seco Raceway (CCW), Deming, NM*

* Round of the North/South Challenge between ASMA and SMRI
CW=Clockwise, CCW=Counter-Clockwise
For additional info, call (979) 494-4794, roger@asmaracing.com, www.asmaracing.com.

CCS Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
4/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
7/29-30	NCBike, Garysburg, NC
8/12-13	Summit Point Motorsports Park (Main), Summit Point, WV
9/2-3	New Jersey Motorsports Park (Thunderbolt), Millville, NJ

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Florida Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
7/8-9	Roebling Road Raceway, Bloomingdale, GA
8/5-6	Homestead-Miami Speedway, Homestead, FL
8/19-20	Roebling Road Raceway, Bloomingdale, GA
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Mid-Atlantic Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
5/6-7	Pittsburgh International Race Complex, Wampum, PA
5/27-29	Summit Point Motorsports Park (Main), Summit Point, WV
6/17-18	Summit Point Motorsports Park (Main), Summit Point, WV
7/1-2	New Jersey Motorsports Park, Millville, NJ
7/29-30	NCBike, Garysburg, NC
8/12-13	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Mid-West Roadracing Championship Series

4/22-23	Autobahn Country Club, Joliet, IL
5/6-7	Pittsburgh International Race Complex, Wampum, PA
6/10-11	Blackhawk Farms Raceway, South Beloit, IL
7/15-16	Blackhawk Farms Raceway, South Beloit, IL
8/26-27	Autobahn Country Club, Joliet, IL
9/16-17	Blackhawk Farms Raceway, South Beloit, IL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CCS Southeast Roadracing Championship Series

4/15-16	Carolina Motorsports Park, Kershaw, SC
6/17-18	Summit Point Motorsports Park (Main), Summit Point, WV
7/8-9	Roebling Road Raceway, Bloomingdale, GA
7/29-30	NCBike, Garysburg, NC
8/19-20	Roebling Road Raceway, Bloomingdale, GA
9/30-10/1	NCBike, Garysburg, NC
10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

40th Annual CCS Race of Champions

10/19-22	Daytona International Speedway, Daytona Beach, FL

For additional info, call (725) 755-7550, support@asraracing.com, www.asraracing.com.

CMRA Series

3/31-4/2	Hallett Motor Racing Circuit, Hallett, OK
4/28-30	MSR Houston, Angleton, TX
5/26-28	Hallett Motor Racing Circuit, Hallett, OK
6/30-7/2	MotorSport Ranch, Cresson, TX
8/4-6	Eagles Canyon Raceway, Decatur, TX
8/25-27	MotorSport Ranch, Cresson, TX
9/29-10/1	Hallett Motor Racing Circuit, Hallett, OK
10/27-29	MSR Houston, Angleton, TX

For additional info, call (817) 570-9779, admin@cmraracing.com, www.cmraracing.com.

CRA (California Roadrace Association) Series

4/29-30	The Podium Club at Attesa, Casa Grande, AZ
6/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
9/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA
10/TBA	Buttonwillow Raceway Park (New Track), Buttonwillow, CA

CW=Clockwise, CCW=Counter-Clockwise
For additional info, www.race-cra.com.

CRA (Central Roadracing Association) Series

5/5-7	Brainerd International Raceway (Competition Course), Brainerd, MN
6/30-7/2	Brainerd International Raceway (Competition Course), Brainerd, MN
8/11-13	Brainerd International Raceway (Competition Course), Brainerd, MN
9/1-3	Brainerd International Raceway (Competition Course), Brainerd, MN
9/22-24	Brainerd International Raceway (Competition Course), Brainerd, MN

For additional info, visit www.cra-mn.com.

Motogladiator Series

4/16	VIRginia International Raceway (Patriot), Alton, VA
4/17	VIRginia International Raceway (North), Alton, VA
5/20-21	NCBike, Garysburg, NC
6/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/12	Summit Point Motorsports Park (Main), Summit Point, WV
7/15-16	New Jersey Motorsports Park (Lightning), Millville, NJ
7/22-23	Carolina Motorsports Park, Kershaw, SC
8/12-13	NCBike, Garysburg, NC
9/17	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
9/18	Summit Point Motorsports Park (Main), Summit Point, WV
10/7-8	NCBike, Garysburg, NC

For additional info, call (908) 334-3653, paul@evolvegt.com, www.motogladiator.com.

MRA Series

4/7-8	High Plains Raceway (Full), Deer Trail, CO**
5/6-7	High Plains Raceway (Full), Deer Trail, CO
6/3-4	Pikes Peak International Raceway, Fountain, CO
6/24-25	High Plains Raceway (West), Deer Trail, CO
7/15-16	High Plains Raceway (Full), Deer Trail, CO*
7/29-30	Pueblo Motorsports Park, Pueblo, CO
8/26-27	High Plains Raceway (North), Deer Trail, CO
9/23-24	High Plains Raceway (Full), Deer Trail, CO

*=includes 4-hour endurance race , **=New Racers School
For additional info, visit www.mra-racing.org.

NEMRR Series

4/22-23	New Hampshire Motor Speedway, Loudon, NH
5/13-14	New Hampshire Motor Speedway, Loudon, NH
6/16-18	New Hampshire Motor Speedway, Loudon, NH
8/5-6	New Hampshire Motor Speedway, Loudon, NH
9/9-10	New Hampshire Motor Speedway, Loudon, NH
9/30-10/1	New Hampshire Motor Speedway, Loudon, NH

For additional info, call (603) 738-2190, admin@nemrr.com, nemrr.com.

OMRRA Series

5/5-7	Portland International Raceway, Portland, OR*
6/9-11	Portland International Raceway (w/chicane), Portland, OR*
6/16-18	Ridge Motorsports Park, Shelton, WA*
7/14-16	Portland International Raceway (w/chicane), Portland, OR*
9/15-17	Ridge Motorsports Park, Shelton, WA*

*shared event with WMRRA
For additional info, call (503) 841-6185, info@omrra.com, www.omrra.com.

PanAmerican Superbike Series

5/5-7	NOLA Motorsports Park, Avondale, LA
5/19-21	Carolina Motorsports Park, Kershaw, SC
6/17-18	Roebling Road Raceway, Bloomingdale, GA
7/1-2	Barber Motorsports Park, Birmingham, AL
7/29-30	Carolina Motorsports Park, Kershaw, SC
8/26-27	Roebling Road Raceway, Bloomingdale, GA
9/15-17	Talladega Gran Prix Raceway, Munford, AL

For additional info, call (954) 816-6321, info@panamsbk.com, www.panamsbk.com.

TrackAddix/Ducati Omaha Racing Series

4/23	Motorsports Park Hastings, Hastings, NE
5/14	Motorsports Park Hastings, Hastings, NE
6/25	Motorsports Park Hastings, Hastings, NE
7/23	Motorsports Park Hastings, Hastings, NE
8/20	Motorsports Park Hastings, Hastings, NE
9/24	Motorsports Park Hastings, Hastings, NE

For additional info, call (402) 235-1446, information@TrackAddix.com, www.TrackAddix.com.

UtahSBA Series

5/6	Utah Motorsports Campus (East), Grantsville, UT
5/27	Utah Motorsports Campus (West), Grantsville, UT
6/17	Utah Motorsports Campus (East), Grantsville, UT
7/8	Utah Motorsports Campus (West), Grantsville, UT
8/12	Utah Motorsports Campus (East), Grantsville, UT
8/13	Utah Motorsports Campus (West), Grantsville, UT
9/2	Utah Motorsports Campus (East), Grantsville, UT

For additional info, call (801) 690-9821, www.utahsba.com.

WERA Sportsman Series Atlantic Coastal Region

3/18-19	Roebling Road Raceway, Bloomingdale, GA – RS
5/6-7	Roebling Road Raceway, Bloomingdale, GA – DH, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, P, RS, V
6/10-11	Carolina Motorsports Park, Kershaw, SC
7/15-16	Roebling Road Raceway, Bloomingdale, GA
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA - V
9/9-10	Summit Point Motorsports Park, Summit Point, WV – M, V

DH=Doubleheader Round, M=includes Minis, RS=includes New Racer School, V=Vintage
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series Mid-Central Region

4/15-16	Talladega Gran Prix Raceway, Munford, AL – M, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, RS, V
7/29-30	Barber Motorsports Park, Birmingham, AL – DH, M, RS, V
8/19-20	Talladega Gran Prix Raceway, Munford, AL – DH, M, RS, V
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA – DH, V

DH=Doubleheader Round, M=includes Minis, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series North Central Region

5/6-7	Grattan Raceway Park, Belding, MI – DH, M, RS, V
6/10-11	Nelson Ledges Road Course, Garrettsville, OH – DH, M, RS, V
7/15-16	Grattan Raceway Park, Belding, MI – DH, M, RS, V
7/20-23	AMA Vintage Motorcycle Days at Mid-Ohio Sports Car Course, Lexington, OH – Limited Schedule, DH, V
8/11-13	Pittsburgh International Race Complex, Wampum, PA – M, V
9/30-10/1	Nelson Ledges Road Course, Garrettsville, OH – DH, M, RS, V

DH=Doubleheader Round, M=includes Minis, P=includes Practice Day, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WERA Sportsman Series Southeast Region

3/18-19	Roebling Road Raceway, Bloomingdale, GA – M, RS
4/15-16	Talladega Gran Prix Raceway, Munford, AL – M, RS
5/6-7	Roebling Road Raceway, Bloomingdale, GA – DH, M, RS
5/26-28	WERA Cycle Jam at Michelin Raceway Road Atlanta, Braselton, GA – DH, RS, V
6/10-11	Carolina Motorsports Park, Kershaw, SC
7/15-16	Roebling Road Raceway, Bloomingdale, GA – M
7/29-30	Barber Motorsports Park, Birmingham, AL – DH, M, RS, V
8/19-20	Talladega Gran Prix Raceway, Munford, AL – DH, M, RS, V
9/2-3	Michelin Raceway Road Atlanta, Braselton, GA – DH, V

DH=Doubleheader Round, M=includes Minis, P=includes Practice Day, RS=includes New Racer School
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

50th WERA Grand Nationals Finals (GNF)

10/19-22	Barber Motorsports Park, Birmingham, AL - P

P=includes Practice Day
For additional info, call (770) 720-5010, FAX (770) 720-5015, wera@wera.com, www.wera.com.

WMRRA Series

5/5-7	Portland International Raceway, Portland, OR*
6/9-11	Portland International Raceway (w/chicane), Portland, OR*
6/16-18	Ridge Motorsports Park, Shelton, WA*
7/14-16	Portland International Raceway (w/chicane), Portland, OR*
9/1-4	Pacific Raceways, Kent, WA**
9/15-17	Ridge Motorsports Park, Shelton, WA*

*shared event with OMRRA, **endurance race on Monday
For additional info, visit www.wmrra.com.

USCRA Road Racing Series (Vintage)

5/22	New Hampshire Motor Speedway, Loudon, NH
6/10-11	New Hampshire Motor Speedway, Loudon, NH
6/13	Tower Hill Climb, Weirs Beach, Laconia, NH
7/8-9	Canaan Motor Club, Canaan, NH
8/12-13	Canaan Motor Club, Canaan, NH
9/4	New Hampshire Motor Speedway, Loudon, NH

For additional info, call (516) 851-7508, cemoto68@yahoo.com, www.race-uscra.com.

ARL Series (Canada)

5/27-28	Atlantic Motorsport Park, Mill Village, NS
6/17-18	Atlantic Motorsport Park, Mill Village, NS
7/8-9	Atlantic Motorsport Park, Mill Village, NS
8/12-13	Atlantic Motorsport Park, Mill Village, NS
9/9-10	Atlantic Motorsport Park, Mill Village, NS

For additional info, call (902) 221-8658, www.atlanticroadracing.com.

EMRA Series (Canada)

5/20-21	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB*
6/9-11	Rad Torque Raceway, Edmonton, CA**
7/14-16	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
8/12-13	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
9/1-3	Rad Torque Raceway, Edmonton, CA**

*=Endurance Race, **=Doubleheader
For additional info, email info@emra.ca, www.emra.ca.

SOAR Series (Canada)

5/26-28	Grand Bend Motorplex, Grand Bend, ON
6/23-25	Grand Bend Motorplex, Grand Bend, ON
7/28-30	Grand Bend Motorplex, Grand Bend, ON
8/25-27	Grand Bend Motorplex, Grand Bend, ON
9/8-10	Grand Bend Motorplex, Grand Bend, ON
9/29-10/1	Grand Bend Motorplex, Grand Bend, ON

For additional info, email info@soaracing.ca, www.soaracing.ca.

MINI RACING SERIES

2WTD Mini Racing (Minis)

4/8	Horsethief Mile, Rosamond, CA
5/21	Adams Motorsports Park, Riverside, CA
10/14	Horsethief Mile, Rosamond, CA
11/18	Apex Racing Center, Perris, CA

For additional info, call (619) 913-0071 or (619) 882-4585, www.2wheelstrackdays.com.

MotoAmerica Mini Cup by Motul Series (Minis)

5/5-6	Carolina Motorsports Park, Kershaw, SC*
5/19-20	Barber Motorsports Park, Birmingham, AL
6/2-3	Road America, Elkhart Lake, WI
7/15-16	New Jersey Motorsports Park, Millville, NJ*
8/18-19	Pittsburgh International Race Complex, Wampum, PA
9/22-23	New Jersey Motorsports Park, Millville, NJ

*=standalone event
For additional info, call (714) 242-5954, info@motoamerica.com, www.motoamerica.com.

NJMiniGP Series (Minis)

6/10	New Jersey Motorsports Park (Liberator), Millville, NJ – S
6/24-25	New Jersey Motorsports Park (Avenger), Millville, NJ – P, S
7/22-23	New Jersey Motorsports Park (Liberator), Millville, NJ – P, S

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anne@roadracingworld.com

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USMCA-certified coach Josh Hayes (left) works with Kayla Yaakov.

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8/5-6	New Jersey Motorsports Park (Avenger), Millville, NJ – P, S
8/26-27	New York Race Complex, Morrisontown, NY – P, S
10/7-8	New Jersey Motorsports Park (Liberator), Millville, NJ – S, E

P=Practice Day, S=Sprint racing, E=Endurance racing
For additional info, visit www.njminigp.com.

NorthWest Mini Moto & Endurance Challenge (Minis)

5/12-13	Tri City Kart Club, Richland, WA
6/3-4	Mac Track, McMinnville, OR
8/19-20	Mac Track, McMinnville, OR
TBD	Mac Track, McMinnville, OR

For additional info, email nwminimoto@gmail.com, www.northwestminimoto.com

Sandy Hook Mini Moto Road Race Series (Minis)

4/1	Sandy Hook Speedway, Street, MD
4/29	Sandy Hook Speedway, Street, MD
5/20	Sandy Hook Speedway, Street, MD
6/3	Sandy Hook Speedway, Street, MD*
6/24	Sandy Hook Speedway, Street, MD
7/8	Sandy Hook Speedway, Street, MD
7/29	Sandy Hook Speedway, Street, MD
8/12	Sandy Hook Speedway, Street, MD
9/30-10/1	Sandy Hook Speedway, Street, MD
10/14	Sandy Hook Speedway, Street, MD*
10/28	Sandy Hook Speedway, Street, MD
11/4	Sandy Hook Speedway, Street, MD

*=Sandy Hook 200/100/50 endurance races
For additional info, call (717) 615-1820, info@sandyhookspeedway.com, www.sandyhookspeedway.com.

South Florida MiniGP Series (Minis)

3/4-5	Herrin Compound, Dublin GA – P, S
4/1-2	Bushnell Motorsports Park, Bushnell, FL – P, S
5/27-28	Anderson Racepark, Palmetto, FL – P, S
7/28-29	Carolina Motorsports Park, Kershaw, SC – P, S
9/2-3	Andersen Racepark, Palmetto, FL – P, S
10/7-8	Herrin Compound, Dublin GA – P, S
11/4-5	Bushnell Motorsports Park, Bushnell, FL – P, S

C=Camp, P=Practice Day, S=Sprint Racing
For additional info, call (954) 552-1355, info@sflminigp.com, www.sflminigp.com.

Southeast Mini Moto Series (Minis)

3/4	Lamar County Speedway, Barnesville, GA
4/1	MidPond Raceway & Events Complex, Columbiana, AL
5/13	Twin Fountains Raceway, Bell Buckle, TN
7/1	Twin Fountains Raceway, Bell Buckle, TN
8/26	Lamar County Speedway, Barnesville, GA
9/30	MidPond Raceway & Events Complex, Columbiana, AL
10/7	Lamar County Speedway, Barnesville, GA
11/18	Lamar County Speedway, Barnesville, GA

For additional info, call (770) 468-4595, SEMiniMoto@gmail.com.

SCHOOLS/ TRACK DAYS (U.S.)

2Fast Motorcycle Track Days & Instruction

4/24	Ridge Motorsports Park, Shelton, WA
5/5	Portland International Raceway, Portland, OR
5/11	Pacific Raceways, Kent, WA
5/15	Ridge Motorsports Park, Shelton, WA
6/1	Pacific Raceways, Kent, WA
6/5-6	Ridge Motorsports Park, Shelton, WA
6/9	Portland International Raceway, Portland, OR
6/29	Ridge Motorsports Park, Shelton, WA
7/7	Pacific Raceways, Kent, WA
7/9	Ridge Motorsports Park, Shelton, WA
7/14	Portland International Raceway, Portland, OR
7/22-23	Oregon Raceway Park, Grass Valley, OR
7/26	Ridge Motorsports Park, Shelton, WA
8/19-20	Oregon Raceway Park, Grass Valley, OR
8/24	Pacific Raceways, Kent, WA
8/26-27	Oregon Raceway Park, Grass Valley, OR
8/28-29	Ridge Motorsports Park, Shelton, WA
9/22-23	Ridge Motorsports Park, Shelton, WA
9/1	Pacific Raceways, Kent, WA
9/21	Pacific Raceways, Kent, WA

For additional info, call (425) 877-8776, 2fast.trackdays@gmail.com, www.2-fast.org.

2 Wheels Track Days

3/11-12	Streets of Willow, Rosamond, CA
3/17	Chuckwalla Valley Raceway, Desert Center, CA
4/28	Chuckwalla Valley Raceway, Desert Center, CA
6/23	Willow Springs International Raceway, Rosamond, CA
6/24-25	Streets of Willow, Rosamond, CA
7/8	Willow Springs International Raceway, Rosamond, CA
8/25-26	Streets of Willow, Rosamond, CA
9/16	Chuckwalla Valley Raceway, Desert Center, CA
10/13	Streets of Willow, Rosamond, CA
11/10	Willow Springs International Raceway, Rosamond, CA
11/11-12	Streets of Willow, Rosamond, CA
12/1	Chuckwalla Valley Raceway, Desert Center, CA

For additional info, call (619) 913-0071 or (619) 882-4585, www.2wheelstrackdays.com.

AHRMA Academy of Roadracing, Track Days & Ed Bargy Advanced Track Riding Technique Workshop

3/17	Carolina Motorsports Park, Kershaw, SC - A
5/26	Heartland Motorsports Park, Topeka, KS – A, EB
6/2	Motorsports Park Hastings, Hastings, NE – A, EB
6/23	New Jersey Motorsports Park, Millville, NJ – A, EB
7/14	WeatherTech Raceway Laguna Seca, Monterey, CA - A
7/28	Gingerman Raceway, South Haven, MI - A
8/4	Blackhawk Farms Raceway, South Beloit, IL – A, EB
9/8	Talladega Gran Prix Raceway, Munford, AL – A, EB

A = Academy, EB = Ed Bargy Workshop, TD = Track Day
For additional info, visit www.ahrma.org/contact.

Alaska Motorcycle Track Days

5/20-21	Tanacross Race Course, Tok, AK
6/2-3	Tanacross Race Course, Tok, AK
6/23-24	Tanacross Race Course, Tok, AK
7/15-16	Tanacross Race Course, Tok, AK
8/5-6	Tanacross Race Course, Tok, AK

For additional info, call (907) 727-1191, colinroth@alaskan.com.

Apex Assassins Track Days

3/24	Chuckwalla Valley Raceway, Desert Center, CA
4/14	Chuckwalla Valley Raceway, Desert Center, CA
4/22-23	Las Vegas Motor Speedway, Las Vegas, NV
6/3-4	Chuckwalla Valley Raceway, Desert Center, CA
9/23-24	Las Vegas Motor Speedway, Las Vegas, NV

For additional info, call (702) 858-3068, support@apexassassins.com, www.apexassassins.com.

Apex Track Days

4/15	Utah Motorsports Campus (West), Grantsville, UT
5/5	Utah Motorsports Campus (East), Grantsville, UT
5/26	Utah Motorsports Campus (West), Grantsville, UT
6/16	Utah Motorsports Campus (East), Grantsville, UT
7/7	Utah Motorsports Campus (West), Grantsville, UT
8/11	Utah Motorsports Campus (Perimeter), Grantsville, UT
9/1	Utah Motorsports Campus (East), Grantsville, UT
10/7	Utah Motorsports Campus (West), Grantsville, UT

For additional info, call (413) 650-APEX (2739), info@apextrackdays.com, www.apextrackdays.com.

Brake Free Track Time Track Days

3/5	Arizona Motorsports Park, Litchfield Park, AZ
4/1-2	The Podium Club at Attesa, Casa Grande, AZ
4/30	Arizona Motorsports Park, Litchfield Park, AZ
5/21	Arizona Motorsports Park, Litchfield Park, AZ
6/4	Arizona Motorsports Park, Litchfield Park, AZ

For additional info, call (602) 758-5735, https://brakefreetracktime.com/

California Superbike School

3/11-12	Las Vegas Motor Speedway, Las Vegas, NV **
3/16-17	Streets of Willow, Rosamond, CA **
3/18-19	Streets of Willow, Rosamond, CA
3/31-4/1	Las Vegas Motor Speedway, Las Vegas, NV **
4/2-3	Las Vegas Motor Speedway, Las Vegas, NV **
4/6-7	Streets of Willow, Rosamond, CA **
4/8-9	Streets of Willow, Rosamond, CA
4/15-16	Thunderhill Raceway Park, Willows, CA
5/1-2	VIRginia International Raceway, Alton, VA
5/3-4	VIRginia International Raceway, Alton, VA **
5/8-9	New Jersey Motorsports Park, Millville, NJ
5/10-11	New Jersey Motorsports Park, Millville, NJ **
5/12	New Jersey Motorsports Park, Millville, NJ
5/22-23	NCM Motorsports Park, Bowling Green, KY
5/26-27	Barber Motorsports Park, Birmingham, AL **
5/28-29	Barber Motorsports Park, Birmingham, AL
5/30-31	Barber Motorsports Park, Birmingham, AL **
6/10-11	Streets of Willow, Rosamond, CA
6/12-13	Streets of Willow, Rosamond, CA **
7/5-6	Sonoma Raceway, Sonoma, CA**
7/10-11	Ridge Motorsports Park, Shelton, WA
7/12-13	Ridge Motorsports Park, Shelton, WA **
7/14-15	Ridge Motorsports Park, Shelton, WA
7/22	Barber Motorsports Park, Birmingham, AL
7/23-24	Barber Motorsports Park, Birmingham, AL **
7/31-8/1	VIRginia International Raceway, Alton, VA
8/2-3	VIRginia International Raceway, Alton, VA **
8/7-8	Pittsburgh International Race Complex, Wampum, PA
8/9-10	Pittsburgh International Race Complex, Wampum, PA **
8/14-15	New Jersey Motorsports Park, Millville, NJ
8/16-17	New Jersey Motorsports Park, Millville, NJ **
8/21-22	Ridge Motorsports Park, Shelton, WA
8/23-24	Ridge Motorsports Park, Shelton, WA **
9/16-17	Streets of Willow, Rosamond, CA
9/18-19	Streets of Willow, Rosamond, CA **
9/23-24	Thunderhill Raceway Park, Willows, CA
9/25-26	Sonoma Raceway, Sonoma, CA**
9/29-30	Las Vegas Motor Speedway, Las Vegas, NV **
10/1-2	Las Vegas Motor Speedway, Las Vegas, NV **
10/21-22	Streets of Willow, Rosamond, CA
10/23-24	Streets of Willow, Rosamond, CA – R
11/25-26	Las Vegas Motor Speedway, Las Vegas, NV **

**=Two-Day Camp, R=Code RACE Program
For additional info, call (800) 530-3350 or (323) 224-2734, registration@superbikeschool.com, www.superbikeschool.com.

Carters@thetrack Track Days

3/25-26	Thunderhill Raceway Park (East), Willows, CA
4/8-9	Thunderhill Raceway Park (West), Willows, CA
4/17-18	Thunderhill Raceway Park (East), Willows, CA*
6/5-6	Thunderhill Raceway Park (East), Willows, CA**
7/8-9	Thunderhill Raceway Park (East), Willows, CA
7/22-23	Thunderhill Raceway Park (East), Willows, CA
8/12-13	Thunderhill Raceway Park (East), Willows, CA
9/2-3	Thunderhill Raceway Park (East), Willows, CA
9/22	Thunderhill Raceway Park (East), Willows, CA
9/30-10/1	Thunderhill Raceway Park (East), Willows, CA
10/2-3	Thunderhill Raceway Park (East), Willows, CA*
11/4-5	Buttonwillow Raceway Park, Buttonwillow, CA

*=Novice School, **=Pro School
For additional info, call (707) 367-5697, carters@thetrack.biz, www.cartersatthetrack.com.

CLASS Motorcycle School with 3x AMA Superbike Champion Reg Pridmore

4/17-18	Streets of Willow, Rosamond, CA**
5/7	Streets of Willow, Rosamond, CA
5/8	Streets of Willow, Rosamond, CA*
10/19-20	Streets of Willow, Rosamond, CA**

*= Motor Officer Advanced Training, **D-Day event
For additional info, call (805) 933-9936, info@classrides.com, www.classrides.com.

Classic Track Day

4/15	Willow Springs International Raceway, Rosamond, CA
11/12	Streets of Willow, Rosamond, CA
12/3	Willow Springs International Raceway, Rosamond, CA

For additional info, call (310) 980-7129, info@bradywalker.com, www.classictrackday.com.

Ed Bargy Advanced Riding and Racing School

9/23	Roebling Road Raceway, Bloomingdale, GA
11/18	Roebling Road Raceway, Bloomingdale, GA
12/16	Roebling Road Raceway, Bloomingdale, GA

For additional info, call (404) 683-6071, ebrs@edbargy.com, www.edbargy.net.

Evolve GT School and Track Days

4/1-2	NCBIKE, Garysburg, NC
4/7-8	Summit Point Motorsports Park (Main), Summit Point, WV
4/14	Carolina Motorsports Park, Kershaw, SC
4/16	VIRginia International Raceway (Patriot), Alton, VA
4/17	VIRginia International Raceway (North), Alton, VA
4/22-23	Atlanta Motorsports Park, Dawsonville, GA
4/22-23	NCBIKE, Garysburg, NC
4/22-23	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/5	Pittsburgh International Race Complex, Wampum, PA
5/14-15	Summit Point Motorsports Park (Main), Summit Point, WV
5/20-21	NCBIKE, Garysburg, NC
5/20-21	Polecat Training Center, Fayetteville, TN
6/3-4	Atlanta Motorsports Park, Dawsonville, GA
6/3-4	Pineview Run Auto & Country Club, LaFayette, NY
6/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/12	Summit Point Motorsports Park (Main), Summit Point, WV
6/12	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/16-18	NCBIKE, Garysburg, NC
6/17	Summit Point Motorsports Park (Jefferson), Summit Point, WV
6/23-25	Roebling Road Raceway, Bloomingdale, GA
6/24-25	Pocono Raceway, Long Pond, PA
6/26	Summit Point Motorsports Park (Main), Summit Point, WV
6/26	VIRginia International Raceway (North), Alton, VA
7/1-2	Atlanta Motorsports Park, Dawsonville, GA
7/7	Roebling Road Raceway, Bloomingdale, GA
7/8-9	Pineview Run Auto & Country Club, LaFayette, NY
7/8-9	Polecat Training Center, Fayetteville, TN
7/15-16	NCBIKE, Garysburg, NC
7/15-16	New Jersey Motorsports Park (Lightning), Millville, NJ
7/16	VIRginia International Raceway (Patriot), Alton, VA
7/17	VIRginia International Raceway (North), Alton, VA
7/22-23	Carolina Motorsports Park, Kershaw, SC
7/23	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
7/24	Summit Point Motorsports Park (Main), Summit Point, WV
7/28	NCBIKE, Garysburg, NC
7/29-30	Pineview Run Auto & Country Club, LaFayette, NY
8/4-6	Pittsburgh International Race Complex, Wampum, PA
8/12-13	NCBIKE, Garysburg, NC
8/18	Roebling Road Raceway, Bloomingdale, GA
8/19-20	Pineview Run Auto & Country Club, LaFayette, NY
8/26-27	Polecat Training Center, Fayetteville, TN
9/2-3	Atlanta Motorsports Park, Dawsonville, GA
9/2-3	NCBIKE, Garysburg, NC
9/10-11	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/16-17	Pineview Run Auto & Country Club, LaFayette, NY
9/17	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
9/18	Summit Point Motorsports Park (Main), Summit Point, WV
9/29	NCBIKE, Garysburg, NC
9/30-10/1	Atlanta Motorsports Park, Dawsonville, GA
10/7-8	NCBIKE, Garysburg, NC
10/8	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/9	Summit Point Motorsports Park (Main), Summit Point, WV
10/14-15	Pittsburgh International Race Complex, Wampum, PA
10/14-15	Polecat Training Center, Fayetteville, TN
11/4-5	NCBIKE, Garysburg, NC

For additional info, call (702) 602-2770, support@evolvegt.com, www.evolvegt.com.

Fast Line Track Days

4/29-30	NCM Motorsports Park, Bowling Green, KY
5/20-21	Putnam Park Road Course, Mt. Meridian, IN
6/17-18	Putnam Park Road Course, Mt. Meridian, IN
6/24-25	NCM Motorsports Park, Bowling Green, KY
7/8-9	Putnam Park Road Course, Mt. Meridian, IN
9/2-3	NCM Motorsports Park, Bowling Green, KY

For additional info, email becky@fastlinetrackdays.com or chris@fastlinetrackdays.com, fastlinetrackdays.com.

Fastrack Riders Academy & Apex Club Track Days & School

3/25-26	Las Vegas Motor Speedway, Las Vegas, NV
4/24	Buttonwillow Raceway Park, Buttonwillow, CA
5/22	Buttonwillow Raceway Park, Buttonwillow, CA
10/7-8	Las Vegas Motor Speedway, Las Vegas, NV

For additional info, call (877) 560-2233, info@fastrackriders.com, www.fastrackriders.com

Fasttrax Motorcycle Performance Track Days

4/29-30	Nelson Ledges Road Course, Garrettsville, OH
5/27-28	Nelson Ledges Road Course, Garrettsville, OH
6/16	Nelson Ledges Road Course, Garrettsville, OH
7/1-2	Nelson Ledges Road Course, Garrettsville, OH
8/5-6	Nelson Ledges Road Course, Garrettsville, OH
9/23-24	Nelson Ledges Road Course, Garrettsville, OH
9/29	Nelson Ledges Road Course, Garrettsville, OH
10/14-15	Nelson Ledges Road Course, Garrettsville, OH

For additional info, call (330) 977-0111, fredwolfe917@gmail.com.

Fishtail Riding School

5/8	Palmer Motorsports Park, Palmer, MA
5/20-21	Canaan Motor Club, Canaan, NH
6/12-13	Club Motorsports, Tamworth, NH
6/14	Club Motorsports, Tamworth, NH*
7/22-23	Canaan Motor Club, Canaan, NH
8/7-8	Club Motorsports, Tamworth, NH
8/21	Palmer Motorsports Park, Palmer, MA
9/11	Palmer Motorsports Park, Palmer, MA
9/25-26	Club Motorsports, Tamworth, NH

*=motorcycle police only
For additional info, call (603) 397-7798, timhafner@comcast.net, www.fishtailridingschool.com.

Florida Trackdays

4/9	Homestead-Miami Speedway, Homestead, FL
6/11	Homestead-Miami Speedway, Homestead, FL
6/25	Homestead-Miami Speedway, Homestead, FL
7/16	Homestead-Miami Speedway, Homestead, FL
7/23	Homestead-Miami Speedway, Homestead, FL
8/20	Homestead-Miami Speedway, Homestead, FL
9/24	Homestead-Miami Speedway, Homestead, FL
10/29	Homestead-Miami Speedway, Homestead, FL
11/12	Homestead-Miami Speedway, Homestead, FL
12/10	Homestead-Miami Speedway, Homestead, FL

For additional info, call (855) 358-7225, info@floridatrackdays.com, www.floridatrackdays.com.

Fun Track Dayz

3/12-13	Thunderhill Raceway Park (West), Willows, CA
4/2	Thunderhill Raceway Park (West), Willows, CA
4/14	Thunderhill Raceway Park (West), Willows, CA
5/8	Sonoma Raceway, Sonoma, CA
5/15	Thunderhill Raceway Park (East), Willows, CA
6/26	Thunderhill Raceway Park (East), Willows, CA
7/7-8	Thunderhill Raceway Park (West), Willows, CA
8/5-6	Thunderhill Raceway Park (West), Willows, CA
9/25	Thunderhill Raceway Park (5-mile), Willows, CA
10/7-8	Thunderhill Raceway Park (West), Willows, CA
11/4-5	Thunderhill Raceway Park (West), Willows, CA

For additional info, call (707) 246-7213, info@funtrackdayz.com, www.funtrackdayz.com.

HART Rider Training/Motorcycle Lapping Days

4/8-9	Hallett Motor Racing Circuit, Hallett, OK
5/14-15	Hallett Motor Racing Circuit, Hallett, OK
6/18-19	Hallett Motor Racing Circuit, Hallett, OK
7/8-9	Hallett Motor Racing Circuit, Hallett, OK
8/5-6	Hallett Motor Racing Circuit, Hallett, OK
8/26-27	Hallett Motor Racing Circuit, Hallett, OK

For additional info, call (918) 356-4814, www.hallettracing.net

Inde Motorsports Ranch (IMR) Riders Club Track Days

3/11-12	Inde Motorsports Ranch, Willcox, AZ
9/16-17	Inde Motorsports Ranch, Willcox, AZ
10/14-15	Inde Motorsports Ranch, Willcox, AZ

For additional info, call (520) 907-3833, IMRridersclub@gmail.com, IMRridersclub.com.

Jennings GP Track Days & Novice Schools

3/11-13	Jennings GP, Jennings, FL
4/1-3	Jennings GP, Jennings, FL
4/22-24	Jennings GP, Jennings, FL
5/5	Jennings GP, Jennings, FL*
5/6-8	Jennings GP, Jennings, FL
5/19	Jennings GP, Jennings, FL*
5/21-23	Jennings GP, Jennings, FL

*=Novice School
For additional info, call (386) 938-1110, info@jenningsgp.com, www.jenningsgp.com.

John Long's Longevity Racing School

4/9	Homestead-Miami Speedway, Homestead, FL
6/11	Homestead-Miami Speedway, Homestead, FL
6/25	Homestead-Miami Speedway, Homestead, FL
7/16	Homestead-Miami Speedway, Homestead, FL
7/23	Homestead-Miami Speedway, Homestead, FL
8/20	Homestead-Miami Speedway, Homestead, FL
9/24	Homestead-Miami Speedway, Homestead, FL
10/29	Homestead-Miami Speedway, Homestead, FL
11/12	Homestead-Miami Speedway, Homestead, FL
12/10	Homestead-Miami Speedway, Homestead, FL

For additional info, call (305) 325-0775 or (305) 388-1939, motomecca@comcast.net, www.longevityracing.com.

JP43 Training School

3/10	Chuckwalla Valley Raceway, Desert Center, CA *
3/11-13	Chuckwalla Valley Raceway, Desert Center, CA
3/22-23	Chuckwalla Valley Raceway, Desert Center, CA
4/7	Chuckwalla Valley Raceway, Desert Center, CA *
4/8-10	Chuckwalla Valley Raceway, Desert Center, CA
4/12-13	Chuckwalla Valley Raceway, Desert Center, CA
5/8	Buttonwillow Raceway Park, Buttonwillow, CA
5/13-15	Chuckwalla Valley Raceway, Desert Center, CA
5/28-29	Buttonwillow Raceway Park, Buttonwillow, CA

*JP43 Fridays
For additional info, email info@jp43training.com, www.jp43training.com.

Legion Moto Trackdays

5/13	Pikes Peak International Raceway, Fountain, CO
6/2	Utah Motorsports Campus, Grantsville, UT
6/17	Pueblo Motorsports Park, Pueblo, CO
7/2-3	Utah Motorsports Campus, Grantsville, UT
7/29	Pueblo Motorsports Park, Pueblo, CO
8/13	Pueblo Motorsports Park, Pueblo, CO

8/27-28	Heartland Motorsports Park, Topeka, KS
9/16	Pueblo Motorsports Park, Pueblo, CO
10/7	Pikes Peak International Raceway, Fountain, CO

For additional info, call (303) 257-0857, info@legionmototrackdays.com, www.legionmototrackdays.com.

Let's Ride Track Days

3/26-27	Buttonwillow Raceway Park, Buttonwillow, CA
4/10	Buttonwillow Raceway Park, Buttonwillow, CA
5/8	Buttonwillow Raceway Park, Buttonwillow, CA
5/28-29	Buttonwillow Raceway Park, Buttonwillow, CA
6/17-18	Buttonwillow Raceway Park, Buttonwillow, CA
9/3-4	Buttonwillow Raceway Park, Buttonwillow, CA
10/9	Buttonwillow Raceway Park, Buttonwillow, CA
11/6	Buttonwillow Raceway Park, Buttonwillow, CA

For additional info, call (800) 482-8848, info@letsridetrackdays.com, www.letsridetrackdays.com.

MARRC Racing School and Track Days

5/26	Summit Point Motorsports Park (Main), Summit Point, WV
6/16	Summit Point Motorsports Park (Main), Summit Point, WV
8/11	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (571) 277-0892, rrsdirector@marrc.org, www.marrc.org.

MotoCorsa Track Days

6/20	Portland International Raceway, Portland, OR
7/2	Portland International Raceway, Portland, OR
7/30-31	Ridge Motorsports Park, Shelton, WA
8/27	Portland International Raceway, Portland, OR
9/18	Ridge Motorsports Park, Shelton, WA
10/1	Portland International Raceway, Portland, OR

For additional info, call (503) 292-7488, corsacafe@motocorsa.com, www.motocorsa.com.

Motovid.com All Levels Motorcycle Track Days/Performance Riding Clinics

5/3	Blackhawk Farms Raceway, S. Beloit, IL – TD
5/15	Blackhawk Farms Raceway, S. Beloit, IL - PRC
6/6	Road America, Elkhart Lake, WI - TD
7/17	Blackhawk Farms Raceway, S. Beloit, IL - PRC
7/23	Blackhawk Farms Raceway, S. Beloit, IL – TD
8/14	Road America Elkhart Lake, WI – TD
9/3-5	Blackhawk Farms Raceway, S. Beloit, IL – TD
9/11	Road America, Elkhart Lake, WI - TD
9/27	Blackhawk Farms Raceway, S. Beloit, IL – TD

PRC=Performance Riding Clinic, TD=Track Day
For additional info, visit www.motovid.com.

MRA New Racer School & Trackdays

4/7-8	High Plains Raceway (Full), Deer Trail, CO – S
6/3	Pikes Peak International Raceway, Fountain, CO – S, TD

S=New Racer School, TD=Trackday
For additional info, visit www.mra-racing.org.

N2 Track Days

3/11-12	Roebling Road Raceway, Bloomingdale, GA
4/22-23	Pittsburgh International Race Complex, Wampum, PA
4/29-30	NCBike, Garysburg, NC
4/30	New Jersey Motorsports Park (Lightning), Millville, NJ
5/1	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/1	Summit Point Motorsports Park (Main), Summit Point, WV
5/13-14	Pittsburgh International Race Complex, Wampum, PA
5/15	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/20-21	Roebling Road Raceway, Bloomingdale, GA
5/22	Summit Point Motorsports Park (Main), Summit Point, WV
6/3-4	Homestead-Miami Speedway, Homestead, FL
6/5	Summit Point Motorsports Park (Main), Summit Point, WV
6/9	Carolina Motorsports Park, Kershaw, SC**
6/17-18	Pittsburgh International Race Complex, Wampum, PA
6/24-25	NCBike, Garysburg, NC
7/1-2	Michelin Raceway Road Atlanta, Braselton, GA
7/3-4	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/8-9	Carolina Motorsports Park, Kershaw, SC
7/8-9	Pittsburgh International Race Complex, Wampum, PA
7/14	Roebling Road Raceway, Bloomingdale, GA**
7/22-23	NCBike, Garysburg, NC
7/24	New Jersey Motorsports Park (Lightning), Millville, NJ
8/5-6	Roebling Road Raceway, Bloomingdale, GA
8/6	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
8/7	Summit Point Motorsports Park (Main), Summit Point, WV
8/11	Pittsburgh International Race Complex, Wampum, PA**
8/26-27	Carolina Motorsports Park, Kershaw, SC
9/8	Summit Point Motorsports Park (Main), Summit Point, WV
9/16-17	NCBike, Garysburg, NC
10/2	New Jersey Motorsports Park (Lightning), Millville, NJ
10/7-8	Pittsburgh International Race Complex, Wampum, PA
10/14-15	Carolina Motorsports Park, Kershaw, SC
10/21-22	NCBike, Garysburg, NC
11/25-26	Barber Motorsports Park, Birmingham, AL

**=Race Practice/No Novice Group
For additional info, call (855) 263-0200, support@n2td.org, www.n2td.org.

Optimum Performance Rider Training Track Days

5/7-8	Ridge Motorsports Park, Shelton, WA
5/26-27	Ridge Motorsports Park, Shelton, WA
6/12-13	Ridge Motorsports Park, Shelton, WA
7/3-4	Ridge Motorsports Park, Shelton, WA
8/4-5	Ridge Motorsports Park, Shelton, WA
9/11	Ridge Motorsports Park, Shelton, WA
9/25	Ridge Motorsports Park, Shelton, WA

For additional info, email sales@optimum-performance.org, optimum-performance.org.

Pacific Track Time Track Days

4/29-30	Thunderhill Raceway Park (West), Willows, CA
5/19	Thunderhill Raceway Park (East), Willows, CA
6/3-4	Thunderhill Raceway Park (West), Willows, CA
6/16	Thunderhill Raceway Park (East), Willows, CA
7/15-16	Buttonwillow Raceway Park, Buttonwillow, CA
7/29-30	Thunderhill Raceway Park (East), Willows, CA
8/19-20	Thunderhill Raceway Park (East), Willows, CA
9/9-10	Buttonwillow Raceway Park, Buttonwillow, CA
9/16-17	Thunderhill Raceway Park (East), Willows, CA

For additional info, call (925) 418-4424, info@pacifictracktime.com, www.pacifictracktime.com.

Penguin Riding School

4/21	New Hampshire Motor Speedway, Loudon, NH
5/12	New Hampshire Motor Speedway, Loudon, NH
6/5	Thompson Speedway, Thompson, CT
6/14-15	New Hampshire Motor Speedway, Loudon, NH*
7/16-17	New York Safety Track, Harpersfield, NY
8/4	New Hampshire Motor Speedway, Loudon, NH
8/18	New Hampshire Motor Speedway, Loudon, NH
8/21	Pittsburgh International Race Complex, Wampum, PA
9/8	New Hampshire Motor Speedway, Loudon, NH
9/29	New Hampshire Motor Speedway, Loudon, NH
12/1	Homestead-Miami Speedway, Homestead, FL

*=two-day school
For additional info, call (978) 400-8204, info@penguinracing.com, www.penguinracing.com.

Performance Riding Experience (PRE) Track Days

3/27	VIRginia International Raceway (North), Alton, VA
4/7-8	Michelin Raceway Road Atlanta, Braselton, GA
5/6-7	Carolina Motorsports Park, Kershaw, SC
5/13-14	VIRginia International Raceway (North), Alton, VA
5/15	VIRginia International Raceway (Full), Alton, VA
6/3-4	Carolina Motorsports Park, Kershaw, SC
6/23-25	VIRginia International Raceway (South), Alton, VA*
7/1-2	Carolina Motorsports Park, Kershaw, SC
7/24	VIRginia International Raceway (North), Alton, VA
8/12-13	Carolina Motorsports Park, Kershaw, SC
9/18	VIRginia International Raceway (North), Alton, VA
10/7-8	Carolina Motorsports Park, Kershaw, SC
10/29	VIRginia International Raceway (Patriot), Alton, VA
10/30	VIRginia International Raceway (North), Alton, VA

*includes Airfence fundraiser
For additional info, call (855) RIDE-PRE (743-3773), info@ridepre.com, www.ridepre.com.

Premium Track Days

6/7-8	Ridge Motorsports Park, Shelton, WA
8/8-9	Ridge Motorsports Park, Shelton, WA

For additional info, call (604) 370-0410, Arielle.tuliao@ducati-richmond.com, www.ducati-richmond.com.

Racers Edge Track Days and Private Coaching Days

3/30	Las Vegas Motor Speedway, Las Vegas, NV
3/22-23	Chuckwalla Valley Raceway, Desert Center, CA - PTD
4/8-10	Chuckwalla Valley Raceway, Desert Center, CA - PCD
4/12-13	Chuckwalla Valley Raceway, Desert Center, CA - PTD
5/6-7	Spring Mount Motorsports Resort, Pahrump, NV - PCD
5/13-15	Chuckwalla Valley Raceway, Desert Center, CA - PCD
5/27-28	Chuckwalla Valley Raceway, Desert Center, CA - PCD
9/9-10	Spring Mount Motorsports Resort, Pahrump, NV - PCD
9/30	Chuckwalla Valley Raceway, Desert Center, CA - PCD
10/1-2	Chuckwalla Valley Raceway, Desert Center, CA - PCD
10/4-5	Chuckwalla Valley Raceway, Desert Center, CA - PTD
11/4-5	Spring Mount Motorsports Resort, Pahrump, NV - PCD
11/11-13	Chuckwalla Valley Raceway, Desert Center, CA - PCD
11/15-16	Chuckwalla Valley Raceway, Desert Center, CA - PTD
12/9-10	Chuckwalla Valley Raceway, Desert Center, CA - PCD
12/13-14	Chuckwalla Valley Raceway, Desert Center, CA – PCD

PCD=Private Coaching Day, PTD=Private Track Day
For additional info, call (702) 257-3808, racersedge1@earthlink.net, www.racersedgeperformance.com.

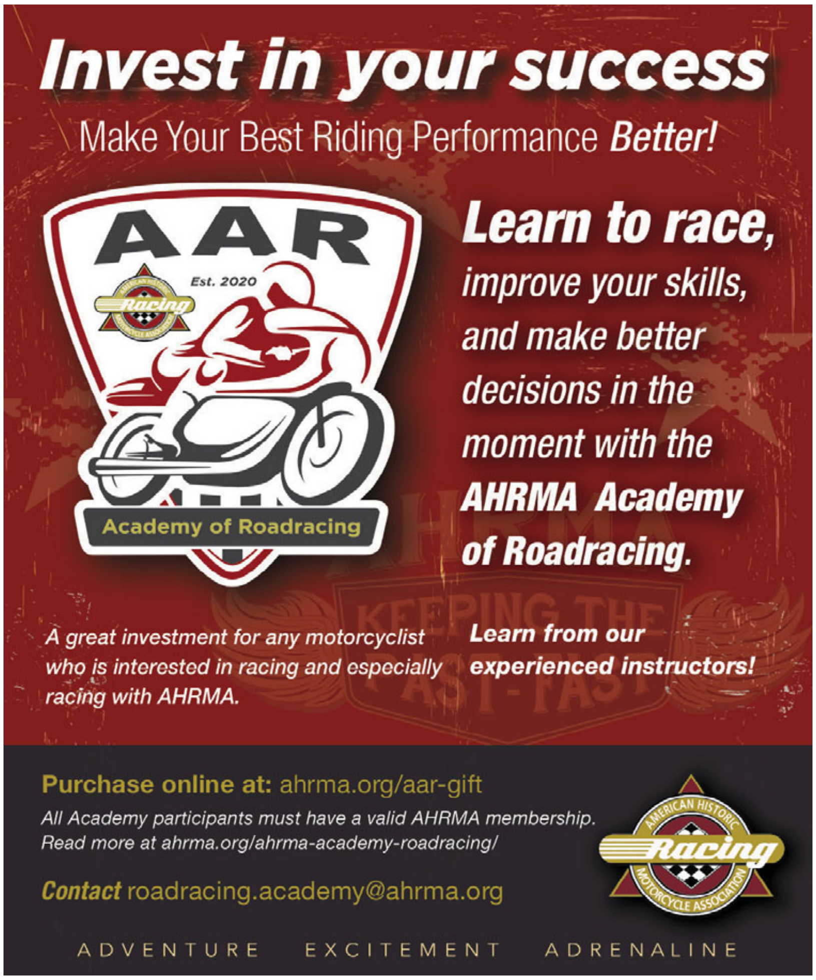
RideSmart Motorcycle School

3/25-26	MSR Houston (2.4-mile), Angleton, TX
4/1-2	G2 Motorsports Park, Anna, TX
4/22-23	MSR Houston (2.4-mile), Angleton, TX
4/28	MSR Houston (2.4-mile), Angleton, TX
5/27-28	Circuit of The Americas, Austin, TX
6/3-4	MSR Houston (2.4-mile), Angleton, TX
6/10-11	G2 Motorsports Park, Anna, TX
6/17-18	MotorSport Ranch (1.3-mile CCW), Cresson, TX
6/30	MotorSport Ranch (1.7-mile CW), Cresson, TX
7/1-2	Circuit of The Americas, Austin, TX
7/15-16	MotorSport Ranch (1.7-mile CCW), Cresson, TX
8/12-13	G2 Motorsports Park, Anna, TX
8/25	MotorSport Ranch (1.7-mile CCW), Cresson, TX
9/2-3	Circuit of The Americas, Austin, TX
10/7-8	G2 Motorsports Park, Anna, TX
10/14-15	MSR Houston (2.4-mile), Angleton, TX
10/27	MotorSport Ranch (1.7-mile CW), Cresson, TX
11/25-26	Circuit of The Americas, Austin, TX

CW=Clockwise, CCW=Counter-clockwise
For additional info, call (512) 200-9523, contactus@ridesmart.info, www.ridesmart.info.

Road America Motorplex Open Track Days

4/1-2	Road America, Elkhart Lake, WI
4/8	Road America, Elkhart Lake, WI
4/15	Road America, Elkhart Lake, WI
4/23	Road America, Elkhart Lake, WI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school@teamhammer.com,
www.teamhammer.com/school.

4/29-30	Road America, Elkhart Lake, WI
5/7	Road America, Elkhart Lake, WI
5/12	Road America, Elkhart Lake, WI
5/26	Road America, Elkhart Lake, WI
6/7	Road America, Elkhart Lake, WI
6/21	Road America, Elkhart Lake, WI
6/28	Road America, Elkhart Lake, WI
7/5	Road America, Elkhart Lake, WI
7/19	Road America, Elkhart Lake, WI
7/26	Road America, Elkhart Lake, WI
8/9	Road America, Elkhart Lake, WI
8/16	Road America, Elkhart Lake, WI
8/24	Road America, Elkhart Lake, WI
9/2-3	Road America, Elkhart Lake, WI
9/22	Road America, Elkhart Lake, WI
10/15	Road America, Elkhart Lake, WI

Limited to 600cc/Supermotos/minis

For additional info, call (800) 365-7223, rams@roadamerica.com, www.roadamerica.com.

Roger Lyle's Motorcycle Xcitement Track Days and Road Racing School

4/1-2	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
5/6-7	Summit Point Motorsports Park (Main), Summit Point, WV
5/27-28	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
6/10-11	NCBIKE, Garysburg, NC
6/30	Summit Point Motorsports Park (Main), Summit Point, WV
7/1	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
7/9	Summit Point Motorsports Park (Jefferson), Summit Point, WV
7/10	Summit Point Motorsports Park (Main), Summit Point, WV
8/27	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
8/28	Summit Point Motorsports Park (Main), Summit Point, WV
9/10	Summit Point Motorsports Park (Jefferson), Summit Point, WV
9/11	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/22	Summit Point Motorsports Park (Shenandoah), Summit Point, WV
10/23	Summit Point Motorsports Park (Main), Summit Point, WV

For additional info, call (301) 933-2599, www.motorcyclexcitement.com.

Ruts to Racelines Track Days

5/26-28	NCBIKE, Garysburg, NC
9/2-3	Summit Point Motorsports Park (Jefferson), Summit Point, WV

For additional info, call (410) 808-1541, ruts.to.racelines@gmail.com, www.rutstoracelines.com.

SoCal Supermoto School

3/4	Adams Motorsport Park, Riverside, CA
3/11-12	Adams Motorsport Park, Riverside, CA
3/19-20	Adams Motorsport Park, Riverside, CA
3/26	Adams Motorsport Park, Riverside, CA
4/1	Adams Motorsport Park, Riverside, CA
4/16-17	Adams Motorsport Park, Riverside, CA
4/23	Adams Motorsport Park, Riverside, CA
5/6	Adams Motorsport Park, Riverside, CA
5/13	Adams Motorsport Park, Riverside, CA
5/21-22	Adams Motorsport Park, Riverside, CA
5/27	Adams Motorsport Park, Riverside, CA
6/3	Adams Motorsport Park, Riverside, CA
6/10	Adams Motorsport Park, Riverside, CA
6/16-17	Adams Motorsport Park, Riverside, CA
7/1	Adams Motorsport Park, Riverside, CA
7/21-22	Adams Motorsport Park, Riverside, CA
8/5	Adams Motorsport Park, Riverside, CA
8/19	Adams Motorsport Park, Riverside, CA
9/9	Adams Motorsport Park, Riverside, CA
9/22-23	Adams Motorsport Park, Riverside, CA
9/30	Adams Motorsport Park, Riverside, CA
10/14	Adams Motorsport Park, Riverside, CA
10/22-23	Adams Motorsport Park, Riverside, CA
10/28	Adams Motorsport Park, Riverside, CA
11/4	Adams Motorsport Park, Riverside, CA
11/10	Adams Motorsport Park, Riverside, CA

For additional info, call (619) 224-6686, info@socalsupermoto.com, www.socalsupermoto.com.

SoCal Track Days

3/11-12	Chuckwalla Valley Raceway (CW), Desert Center, CA
4/8-9	Chuckwalla Valley Raceway (CCW), Desert Center, CA
5/13-14	Chuckwalla Valley Raceway (CW), Desert Center, CA*

CW=Clockwise, CCW=Counter-Clockwise, *=Beat The Heat Schedule

For additional info, call (760) 360-2834, info@socaltrackdays.com, www.socaltrackdays.com.

Southern Track Days

3/4-5	Jennings GP, Jennings, FL
5/13-14	Jennings GP, Jennings, FL
11/4-5	Jennings GP, Jennings, FL

For additional info, call (954) 324-7834, info@southerntrackdays.com, www.southerntrackdays.com.

Sportbike Track Time Track Days

3/25-27	Barber Motorsports Park, Birmingham, AL
4/8-9	Barber Motorsports Park, Birmingham, AL
4/14	Talladega Gran Prix Raceway, Munford, AL
4/22-23	Grattan Raceway, Belding, MI
4/28	Gingerman Raceway, S. Haven, MI*
5/5	Grattan Raceway, Belding, MI
5/6-7	Barber Motorsports Park, Birmingham, AL
5/13-14	Grattan Raceway, Belding, MI
5/22	Barber Motorsports Park, Birmingham, AL
5/26	Autobahn Country Club, Joliet, IL**
5/27-29	Autobahn Country Club, Joliet, IL
5/27-29	Talladega Gran Prix Raceway, Munford, AL
6/3-4	Grattan Raceway, Belding, MI
6/9	Gingerman Raceway, S. Haven, MI*
6/9-10	Nashville Superspeedway, Lebanon, TN
6/10-11	Gingerman Raceway, S. Haven, MI
6/17-18	Talladega Gran Prix Raceway, Munford, AL
6/24-25	Barber Motorsports Park, Birmingham, AL
6/26-27	Road America, Elkhart Lake, WI
6/30-7/3	Grattan Raceway, Belding, MI
7/1-2	Autobahn Country Club, Joliet, IL
7/8-9	Blackhawk Farms Raceway, S. Beloit, IL
7/8-9	Michelin Raceway Road Atlanta, Braselton, GA
7/14	Grattan Raceway, Belding, MI
7/15	Talladega Gran Prix Raceway, Munford, AL**
7/16	Talladega Gran Prix Raceway, Munford, AL
7/22-23	Grattan Raceway, Belding, MI
7/29-30	Autobahn Country Club, Joliet, IL
8/3	Gingerman Raceway, S. Haven, MI*
8/4-6	Gingerman Raceway, S. Haven, MI
8/5-6	Talladega Gran Prix Raceway, Munford, AL
8/12-13	Barber Motorsports Park, Birmingham, AL
8/12-13	Putnam Park Road Course, Mt. Meridian, IN
8/18	Talladega Gran Prix Raceway, Munford, AL
8/21-22	Road America, Elkhart Lake, WI
8/26-27	Grattan Raceway, Belding, MI
9/2-4	Autobahn Country Club, Joliet, IL
9/2-4	Barber Motorsports Park, Birmingham, AL
9/9-10	Blackhawk Farms Raceway, S. Beloit, IL
9/15	Gingerman Raceway, S. Haven, MI*
9/23-24	Autobahn Country Club, Joliet, IL
9/23-24	Grattan Raceway, Belding, MI
9/23-24	Talladega Gran Prix Raceway, Munford, AL
10/7-8	Grattan Raceway, Belding, MI
10/13	Gingerman Raceway, S. Haven, MI*
10/14-16	Barber Motorsports Park, Birmingham, AL
10/28-29	Talladega Gran Prix Raceway, Munford, AL
11/4-5	Barber Motorsports Park, Birmingham, AL
11/18-19	Carolina Motorsports Park, Kershaw, SC
11/25-26	Talladega Gran Prix Raceway, Munford, AL
12/2-3	Jennings GP, Jennings, FL

*=Bike Night, **=Ladies First

For additional info, call (888) 390-4020, info@sportbiketracktime.com, www.sportbiketracktime.com.

Superbike-Coach Corp. (Schools)

3/5	Little 99 Raceway, Stockton, CA
3/19	Little 99 Raceway, Stockton, CA
3/26	Little 99 Raceway, Stockton, CA
4/3	Thunderhill Raceway Park (East), Willows, CA
4/23	Little 99 Raceway, Stockton, CA
4/29-30	Little 99 Raceway, Stockton, CA
5/14	Little 99 Raceway, Stockton, CA
5/19	Thunderhill Raceway Park (East), Willows, CA
5/21	Little 99 Raceway, Stockton, CA
6/3-4	Thunderhill Raceway Park (West), Willows, CA
6/11	Little 99 Raceway, Stockton, CA
6/16	Thunderhill Raceway Park (East), Willows, CA
6/17	Thunderhill Raceway Park (West), Willows, CA
6/25	Little 99 Raceway, Stockton, CA
7/15-16	Little 99 Raceway, Stockton, CA
7/23	Little 99 Raceway, Stockton, CA
7/29-30	Thunderhill Raceway Park (East), Willows, CA
8/5-6	Buttonwillow Raceway Park, Buttonwillow, CA
8/13	Little 99 Raceway, Stockton, CA
8/19-20	Thunderhill Raceway Park (East), Willows, CA
8/27	Thunderhill Raceway Park (West), Willows, CA
9/10	Little 99 Raceway, Stockton, CA
9/17	Little 99 Raceway, Stockton, CA
9/24	Little 99 Raceway, Stockton, CA
10/8	Little 99 Raceway, Stockton, CA
10/21-22	Little 99 Raceway, Stockton, CA
11/5	Little 99 Raceway, Stockton, CA
11/19	Little 99 Raceway, Stockton, CA
11/25-26	Buttonwillow Raceway Park, Buttonwillow, CA
12/3	Little 99 Raceway, Stockton, CA
12/10	Little 99 Raceway, Stockton, CA

For additional info, call (916) 712-1817, info@superbike-coach.com, www.superbike-coach.com.

Tactical Motorcycle Dynamics Track Days

4/15	Utah Motorsports Campus (West), Grantsville, UT
5/5	Utah Motorsports Campus (East), Grantsville, UT
5/26	Utah Motorsports Campus (West), Grantsville, UT
6/16	Utah Motorsports Campus (East), Grantsville, UT
7/7	Utah Motorsports Campus (West), Grantsville, UT
8/11	Utah Motorsports Campus (Perimeter), Grantsville, UT
9/1	Utah Motorsports Campus (East), Grantsville, UT
10/7	Utah Motorsports Campus (West), Grantsville, UT

For additional info, call (801) 529-7814, ilovemotorcycles@hotmail.com, www.elitetrainingschools.com.

Team Hammer Advanced Riding School & Practice

10/19	Daytona International Speedway, Daytona Beach, FL

For additional info call (951) 245-6414 school@teamhammer.com, www.teamhammer.com/school

The Mid-Ohio School's Performance Track Riding School

5/8	Mid-Ohio Sports Car Course, Lexington, OH
5/15	Mid-Ohio Sports Car Course, Lexington, OH
5/22	Mid-Ohio Sports Car Course, Lexington, OH
7/10	Mid-Ohio Sports Car Course, Lexington, OH
7/24-25	Mid-Ohio Sports Car Course, Lexington, OH
8/28-29	Mid-Ohio Sports Car Course, Lexington, OH
9/4	Mid-Ohio Sports Car Course, Lexington, OH
9/11	Mid-Ohio Sports Car Course, Lexington, OH
9/18-19	Mid-Ohio Sports Car Course, Lexington, OH
10/9	Mid-Ohio Sports Car Course, Lexington, OH*
10/16	Mid-Ohio Sports Car Course, Lexington, OH*

*=Half-Day Schedule

For additional info, call (419) 884-4000, info@midohio.com, www.midohio.com.

The Riders Club Track Days

4/14-15	New Jersey Motorsports Park (Lightning), Millville, NJ
4/20-21	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
4/28	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/6-7	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/17	New Jersey Motorsports Park (Lightning), Millville, NJ
5/21-22	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
5/25	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/10-11	New Jersey Motorsports Park (Lightning), Millville, NJ
6/14-15	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
6/24-25	New Jersey Motorsports Park (Lightning), Millville, NJ
6/29-30	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/5	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/8	New Jersey Motorsports Park (Lightning), Millville, NJ
7/9-10	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
7/19	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/1-2	Summit Point Motorsports Park, Summit Point, WV
8/6-7	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/14	New Jersey Motorsports Park (Lightning), Millville, NJ
8/20	New Jersey Motorsports Park (Lightning), Millville, NJ
8/21	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
8/26-27	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/1	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/13	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
9/17-18	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/4-5	New Jersey Motorsports Park (Thunderbolt), Millville, NJ
10/9	New Jersey Motorsports Park (Thunderbolt), Millville, NJ

For additional info, call (856) 327-7211, ridersclub@njmp.com, www.njmp.com.

Tony's Track Days

5/6-7	Thompson Speedway Motorsports Park, Thompson, CT
5/27-29	Palmer Motorsports Park, Palmer, MA
6/24-26	New York Safety Track, Harpersfield, NY
7/5-6	Palmer Motorsports Park, Palmer, MA
7/29-31	Palmer Motorsports Park, Palmer, MA
8/13-14	Thompson Speedway Motorsports Park, Thompson, CT
9/2-4	Palmer Motorsports Park, Palmer, MA
9/24-25	Thompson Speedway Motorsports Park, Thompson, CT
10/16-17	NCBIKE, Garysburg, NC

For additional info, call (413) 783-8763, Tony@TonysTrackDays.com, www.TonysTrackDays.com.

TrackAddix/Ducati Omaha Track Days

4/23	Motorsports Park Hastings, Hastings, NE
5/14	Motorsports Park Hastings, Hastings, NE
6/25	Motorsports Park Hastings, Hastings, NE
7/23	Motorsports Park Hastings, Hastings, NE
8/20	Motorsports Park Hastings, Hastings, NE
9/24	Motorsports Park Hastings, Hastings, NEFor additional info, call (402) 408-4400, information@TrackAddix.com, www.TrackAddix.com.

Track Day Winner Track Days

3/18-19	Jennings GP, Jennings, FL
4/15-16	Jennings GP, Jennings, FL
5/20-21	NCM Motorsports Park, Bowling Green, KY
6/10-11	NCM Motorsports Park, Bowling Green, KY
7/8-9	NCM Motorsports Park, Bowling Green, KY
8/5-6	Michelin Raceway Road Atlanta, Braselton, GA
8/19-20	NCM Motorsports Park, Bowling Green, KY
9/16-17	Michelin Raceway Road Atlanta, Braselton, GA
9/16-17	NCM Motorsports Park, Bowling Green, KY
10/7-8	NCM Motorsports Park, Bowling Green, KY
10/28-29	NCM Motorsports Park, Bowling Green, KY
11/18-19	Jennings GP, Jennings, FL

For additional info, call (601) 402-6070, john@trackdaywinner.com, www.trackdaywinner.com.

TrackDaz Track Days

6/17-18	Thunderhill Raceway Park, Willows, CA
7/18	WeatherTech Raceway Laguna Seca, Monterey, CA
7/21	Buttonwillow Raceway Park, Buttonwillow, CA
8/5-6	Buttonwillow Raceway Park, Buttonwillow, CA
11/25-26	Buttonwillow Raceway Park, Buttonwillow, CA

For additional info, call (909) 234-4713, dustin@trackdaz.com, www.trackdaz.com

Track Time Track Days With Ken Hill

5/28-29	Ridge Motorsports Park, Shelton, WA
6/19-20	Ridge Motorsports Park, Shelton, WA
7/16-17	Ridge Motorsports Park, Shelton, WA
7/24-25	Ridge Motorsports Park, Shelton, WA
8/14-15	Ridge Motorsports Park, Shelton, WA
9/3-4	Ridge Motorsports Park, Shelton, WA

For additional info, visit www.tracktimetd.com.

TrackXperience Track Days

3/4-5	Streets of Willow, Rosamond, CA
3/25-26	Spring Mountain Motorsports Resort, Pahrump, NV
4/22-23	Streets of Willow, Rosamond, CA
5/6-7	Spring Mountain Motorsports Resort, Pahrump, NV
5/27-28	Chuckwalla Valley Raceway, Desert Center, CA
9/9-10	Spring Mountain Motorsports Resort, Pahrump, NV
9/23-24	Streets of Willow, Rosamond, CA
10/14-15	Willow Springs Int'l Raceway, Rosamond, CA
11/4-5	Spring Mountain Motorsports Resort, Pahrump, NV
11/25-26	Chuckwalla Valley Raceway, Desert Center, CA

For additional info, call (949) 328-6997, info@trackxperience.com, www.trackxperience.com.

UtahSBA New Racer Certification (NRC) and Advanced Rider Training (ART)

4/15	Utah Motorsports Campus (West), Grantsville, UT - NRC
5/20	Utah Motorsports Campus (East), Grantsville, UT - ART
6/16	Utah Motorsports Campus (East), Grantsville, UT - NRC
8/5	Utah Motorsports Campus (TBD), Grantsville, UT - ART

For additional info, call (435) 901-4353, racing@utahsba.com, www.utahsba.com.

XCEL Trackdays Track Days

3/19	Arizona Motorsports Park (CW), Litchfield Park, AZ
4/16	Arizona Motorsports Park (CCW), Litchfield Park, AZ
5/7	Arizona Motorsports Park (CW), Litchfield Park, AZ
9/24	Arizona Motorsports Park (CCW), Litchfield Park, AZ
10/15	Arizona Motorsports Park (CW), Litchfield Park, AZ
11/12	Arizona Motorsports Park (CCW), Litchfield Park, AZ
12/3	Arizona Motorsports Park (CW), Litchfield Park, AZ

CW=Clockwise, CCW=Counter-Clockwise

For additional info, call (602) 740-8687, info@XCELTrackdays.com, www.XCELTrackdays.com.

Yamaha Champions Riding School

3/2-3	Buttonwillow Raceway Park, Buttonwillow, CA
3/20-21	Inde Motorsports Ranch, Willcox, AZ
3/31-4/1	Streets of Willow, Rosamond, CA
4/11-12	MotorSports Ranch, Cresson, TX
4/17-18	Carolina Motorsports Park, Kershaw, SC
4/27-28	NCBike Garysburg, NC
5/1-2	NCBike Garysburg, NC
5/9-10	Inde Motorsports Ranch, Willcox, AZ
5/16-17	New Jersey Motorsports Park, Millville, NJ
5/27-28	High Plains Raceway, Deer Trail, CO
6/19-20	New Jersey Motorsports Park, Millville, NJ
6/27-28	Ridge Motorsports Park, Shelton, WA
8/7-8	Autobahn Country Club, Joliet, IL
8/14-15	Pittsburgh International Race Complex, Wampum, PA
9/5-6	MotorSport Ranch, Cresson, TX
9/13-14	Carolina Motorsports Park, Kershaw, SC
9/26-27	New Jersey Motorsports Park, Millville, NJ
10/2-3	Buttonwillow Raceway Park, Buttonwillow, CA
10/9-10	Inde Motorsports Ranch, Willcox, AZ
10/19-20	NCBike Garysburg, NC
10/23-24	NCBike Garysburg, NC
11/13-14	Streets of Willow, Rosamond, CA
11/28-29	Inde Motorsports Ranch, Willcox, AZ

For additional info, call 855-RIDE-YCRS (743-3927), teachme@champschool.com, www.champschool.com.

Z^2 Track Days

5/6-7	Thunderhill Raceway Park (West), Willows, CA
5/11	Sonoma Raceway, Sonoma, CA
7/15	Thunderhill Raceway Park (5-mile), Willows, CA
7/16	Thunderhill Raceway Park (East), Willows, CA
7/24-25	WeatherTech Raceway Laguna Seca, Monterey, CA
8/14-15	Sonoma Raceway, Sonoma, CA
10/2	Sonoma Raceway, Sonoma, CA
10/14-15	Thunderhill Raceway Park (East), Willows, CA

For additional info, call (888) 929-9666, service@z2trackdays.com, https://z2tracksdays.com.

ZARS Advanced Riding Schools & Track Days

4/22	Dakota County Technical College, Rosemount, MN – ARS
4/30	Dakota County Technical College, Rosemount, MN – ARS
5/19-20	Dakota County Technical College, Rosemount, MN – ARS
6/10-11	Dakota County Technical College, Rosemount, MN – ARS
5/29-30	Road America, Elkhart Lake, WI - TD
6/6-7	Brainerd International Raceway (Competition), Brainerd, MN - TD
6/24	Brainerd International Raceway (Competition), Brainerd, MN - TD
7/8-9	Heartland Motorsports Park, Topeka, KS - TD
7/14-16	Dakota County Technical College, Rosemount, MN – ARS
7/22	Dakota County Technical College, Rosemount, MN – ARS
7/22-23	Blackhawk Farms Raceway, S. Beloit, IL - TD
7/31	Brainerd International Raceway (Donnybrooke), Brainerd, MN - TD
8/6	Dakota County Technical College, Rosemount, MN – ARS
8/19-20	Dakota County Technical College, Rosemount, MN – ARS
9/4	Brainerd International Raceway (Competition), Brainerd, MN – TD
9/10	Dakota County Technical College, Rosemount, MN – ARS
9/24	Dakota County Technical College, Rosemount, MN – ARS
9/30-10/1	Dakota County Technical College, Rosemount, MN – ARS

ARS=Advanced Riding School, TD=Track Day

For additional info, call (612) 310-9833, team@ridezars.com, www.ridezars.com.

MINI SCHOOLS/ TRACK DAYS (U.S.)

NJMiniGP (Minis) Track Days

4/14-16	New Jersey Motorsports Park (Liberator), Millville, NJ – C
4/16	New Jersey Motorsports Park (Liberator), Millville, NJ – P
6/24	New Jersey Motorsports Park (Avenger), Millville, NJ – P
7/22	New Jersey Motorsports Park (Liberator), Millville, NJ – P
8/5	New Jersey Motorsports Park (Avenger), Millville, NJ – P
8/26	New York Race Complex, Morrisontown, NY – P
9/15-17	New Jersey Motorsports Park (Liberator), Millville, NJ – C

C=Camp, P=Practice Day
For additional info, visit www.njminigp.com.

Sandy Hook Mini Moto Track Days (Minis)

3/11	Sandy Hook Speedway, Street, MD
3/25	Sandy Hook Speedway, Street, MD
7/22	Sandy Hook Speedway, Street, MD
9/9	Sandy Hook Speedway, Street, MD
10/7	Sandy Hook Speedway, Street, MD

For additional info, call (717) 615-1820, info@sandyhookspeedway.com, www.sandyhookspeedway.com.

SFLminiGP (South Florida MiniGP) Rider Development Days (Minis)

3/4	Herrin Compound, Dublin GA
4/1	Bushnell Motorsports Park, Bushnell, FL
4/29	Anderson Racepark, Palmetto, FL
7/28	Carolina Motorsports Park Kart Track, Kershaw, SC
9/2	Anderson Racepark, Palmetto, FL
11/4	Bushnell Motorsports Park, Bushnell, FL

For additional info, call (954) 552-1355, info@sflminigp.com, www.sflminigp.com.

DIRT TRACK SCHOOLS

American Supercamp

3/3-4	Santa Rosa, CA
3/5-6	Santa Rosa, CA
4/14-15	Gainesville, GA
4/16-17	Gainesville, GA
4/28-29	Springfield, IL
4/30-5/1	Springfield, IL
5/10-11	Harrington, DE
5/12-13	Harrington, DE
5/14-15	Harrington, DE
6/17-18	Eaton, CO

For additional info, call (970) 227-2385, www.americansupercamp.com.

Colin Edwards' Texas Tornado Boot Camp

4/10-13	Montgomery, TX
4/26-29	Montgomery, TX

For additional info, visit www.texastornadobootcamp.com.

Cornerspin School: Roadracing In The Dirt (Dirt Track School)

3/4-5	Cornerspin Facility, Spencer, NC
3/11-12	Cornerspin Facility, Spencer, NC
3/25-26	Cornerspin Facility, Spencer, NC
4/8-9	Cornerspin Facility, Spencer, NC
4/15-16	Cornerspin Facility, Spencer, NC
4/29-30	Cornerspin Facility, Spencer, NC
5/6-7	Cornerspin Facility, Spencer, NC
5/13-14	Cornerspin Facility, Spencer, NC
6/3-4	Cornerspin Facility, Spencer, NC
6/10-11	Cornerspin Facility, Spencer, NC

For additional info, call (704) 332-3147, admin@cornerspin.net, www.cornerspin.com.

Rich Oliver's Mystery School (Dirt Track School)

3/7-8	Prather, CA (POST Motorcycle Officer Update Course)
3/10-31	Prather, CA (Weekly Kids Ride and Wrench Camp)
3/11	Prather, CA (Learn To Ride Off-Road)
3/12	Prather, CA (Off-Road Challenge Course)
3/18-19	Prather, CA (Fun Camp)
4/5	Prather, CA (Practice and Skill Reinforcement Day)
4/7	Prather, CA (Learn To Ride Off-Road)
4/8	Prather, CA (Off-Road Challenge Course)
4/14	Prather, CA (Off-Road Training)
4/15-16	Prather, CA (Kids Ride & Wrench Camp)
4/19-20	Prather, CA (POST Motorcycle Officer Update Course)
4/22-23	Prather, CA (Fun Camp)
4/28	Prather, CA (Flat Track Training)
4/29-30	Prather, CA (Kids Ride & Wrench Camp)
5/12	Prather, CA (Off-Road Training)
5/13	Prather, CA (Learn To Ride Off-Road)
5/19	Prather, CA (Flat Track Training)
5/20-21	Prather, CA (Fun Camp)
5/24-25	Prather, CA (POST Motorcycle Officer Update Course)
6/3-4	Prather, CA (Kids Ride & Wrench Camp)
6/10-11	Prather, CA (Fun Camp)
6/13-15	Prather, CA (Kids Ride and Wrench Summer Camp)
6/17	Prather, CA (Learn To Ride Off-Road)
6/18	Prather, CA (Off-Road Challenge Course)
6/20-22	Prather, CA (Kids Ride & Wrench Camp)
6/27-29	Prather, CA (Kids Ride & Wrench Camp)

For additional info, call (559) 855-3089, www.richoliver.net.

SCHOOLS/TRACK DAYS (CANADA)

ARL Track Days And High Performance Riding Academy

5/12	Atlantic Motorsport Park, Mill Village, NS - TD
5/13-14	Atlantic Motorsport Park, Mill Village, NS – HPRA
5/26	Atlantic Motorsport Park, Mill Village, NS - TD
6/9	Atlantic Motorsport Park, Mill Village, NS - TD
6/16	Atlantic Motorsport Park, Mill Village, NS - TD
6/30	Atlantic Motorsport Park, Mill Village, NS - TD
7/7	Atlantic Motorsport Park, Mill Village, NS - TD
7/19	Atlantic Motorsport Park, Mill Village, NS - TD
8/11	Atlantic Motorsport Park, Mill Village, NS - TD
8/18	Atlantic Motorsport Park, Mill Village, NS - TD
8/25	Atlantic Motorsport Park, Mill Village, NS - TD
8/26-27	Atlantic Motorsport Park, Mill Village, NS - HPRA
9/8	Atlantic Motorsport Park, Mill Village, NS - TD
9/15	Atlantic Motorsport Park, Mill Village, NS - TD

HPRA=High Performance Riding Academy, TD=Track Day
For additional info, vp@atlanticroadracing.com, www.atlanticroadracing.com.

ASM Motosport Advanced Riding Course And Trackdays

5/7	Sanair Super Speedway, St-Pie, QC
6/4	Sanair Super Speedway, St-Pie, QC
7/1-2	Sanair Super Speedway, St-Pie, QC
8/5-6	Sanair Super Speedway, St-Pie, QC
8/27	Sanair Super Speedway, St-Pie, QC
9/23	Sanair Super Speedway, St-Pie, QC

For additional info, call (514) 944-3431, info@asmotosport.ca, www.asmmotosport.ca.

Edmonton Motorcycle Roadracing Association (EMRA) Track Days

5/19-20	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB*
6/9	Rad Torque Raceway, Edmonton, CA**
7/14	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
8/11	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB**
9/1	Rad Torque Raceway, Edmonton, CA**

*=Race School, **=Track Night 5:00 p.m.-9:00 p.m.
For additional info, info@emra.ca, www.emra.ca.

HardNoX Track Dayz

5/26	Rocky Mountain Motorsports, Carstairs, AB
6/15	Rocky Mountain Motorsports, Carstairs, AB
7/6-7	Rocky Mountain Motorsports, Carstairs, AB
7/27	Rocky Mountain Motorsports, Carstairs, AB
8/8-9	Area 27, Oliver, BC
8/18-19	Rocky Mountain Motorsports, Carstairs, AB
8/24	Rocky Mountain Motorsports, Carstairs, AB
9/7	Rocky Mountain Motorsports, Carstairs, AB
9/25	Area 27, Oliver, BC

For additional info, call (403) 860-9609, info@hardnoxtrackdayz.com, www.hardnoxtrackdayz.com.

Higgy's On The Track Track Days

6/24-25	Vancouver Island Motorsports Circuit, Duncan, BC
7/22-23	Vancouver Island Motorsports Circuit, Duncan, BC
8/19-20	Vancouver Island Motorsports Circuit, Duncan, BC

For additional info, call (250) 588-8775, higgysOTT@gmail.com, www.higgys.ca.

Motorheads Track Attacks Track Days

5/13	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
5/21	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
6/3-4	Rad Torque Raceway, Edmonton, AB
7/8-9	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
8/5-6	Stratotech Park Int'l Raceway, Ft. Saskatchewan, AB
9/9-10	Rad Torque Raceway, Edmonton, AB

For additional info, motorheadsta@gmail.com, motorheadsta.com.

Pro 6 Cycle Inc. Track Days

5/27-28	Calabogie Motorsports Park, Calabogie, ON*
5/29	Canadian Tire Motorsports Park, Bowmanville, ON
6/10-13	Calabogie Motorsports Park, Calabogie, ON
7/8-11	Calabogie Motorsports Park, Calabogie, ON
7/21-25	Calabogie Motorsports Park, Calabogie, ON
8/7-8	Calabogie Motorsports Park, Calabogie, ON
8/14-16	Canadian Tire Motorsports Park, Bowmanville, ON
9/2-5	Calabogie Motorsports Park, Calabogie, ON
9/16-19	Calabogie Motorsports Park, Calabogie, ON

*=two-day school event
For additional info, email trackdays@pro6cycle.com, www.pro6cycle.com.

Shannonville Motorsport Park Motorcycle Lapping Days

5/3-4	Shannonville Motorsport Park, Shannonville, ON
6/8	Shannonville Motorsport Park, Shannonville, ON
6/21-23	Shannonville Motorsport Park, Shannonville, ON
7/6	Shannonville Motorsport Park, Shannonville, ON
7/28	Shannonville Motorsport Park, Shannonville, ON
8/9	Shannonville Motorsport Park, Shannonville, ON
8/24-25	Shannonville Motorsport Park, Shannonville, ON
9/7	Shannonville Motorsport Park, Shannonville, ON
9/29	Shannonville Motorsport Park, Shannonville, ON

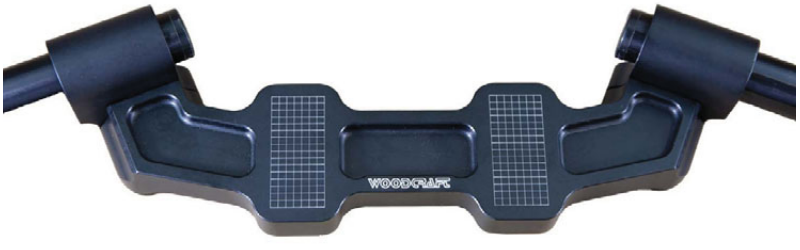
For additional info, call (647) 460-0141, www.shannonville.com.

RACE, SCHOOL, & TRACK DAY PROMOTERS: Send Your Calendar Listings To Us!

Send to calendar@roadracingworld.com, and include date, track name, and track location (city and state or province) for each event, along with the name of the organization holding the event and contact info including phone number, e-mail and website.

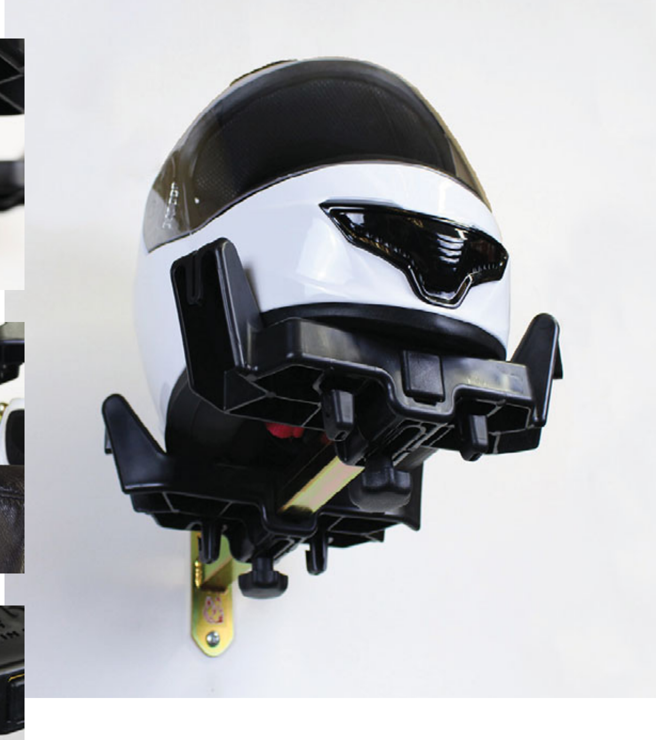
For more information, call (909) 654-4779 or email calendar@roadracingworld.com

NEW PRODUCTS



Clip-on Adapter Plates

Woodcraft Universal Clip-on Adapter Plates fit many makes and models including hard-to-find bikes, allowing more riders to custom-tailor bar height for optimal performance or more comfort. They're available with standard risers between 1.0-inch and 3.0-inches, or 35 or 75mm rise options with adjustable bar angles. They come in kits with everything needed to measure, drill, and install the adapter plate to the upper triple clamp. Retail price starts at $299.99, from www.woodcraft-cfm.com or Woodcraft Technologies, 105 Baldwinville Rd. Winchendon, MA 01475, phone 978-297-2977.



Helmet Holder

The new ***Pit Bull Helmet Holder*** is wall mounted and designed to hold a helmet, riding glasses, keys, gloves and a leather suit or jacket all in one place. The helmet can be secured using its chin strap or an optional restraining net, and the helmet holder is adjustable to accommodate a wide range of helmet types. The patent-pending helmet holder is built using Pit Bull's signature tig-welded, zinc-plated steel and comes with a lifetime warranty, starting at $54.95, from dealers. More information is available from Pit Bull, www.pit-bull.com, 614 Pearl Ave. NW, Huntsville, AL 35801, 256-533-1977.

CLASSIFIED ADS

EMPLOYMENT

California Superbike School—Coaches wanted. Do you have the right stuff? Some race experience required, friendly and willing to train. No squids or dopers. cobie@superbikeschool.com or (323) 224-2734. (CA)

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WANTED/FOR SALE

WANTED: Upper fairing/cowl for 1986 Suzuki GSXR 750 LTD. Red, white and blue. Part # 94400278207GF. Must be NOS or near perfect condition. Also 1969/1970 CB750 Honda exhaust. Mark - 614 551 0960 / motormark49@gmail.com

RSCycles is looking for used GP bikes and new/used parts. Honda RS125/250, Yamaha TZ125/250, Aprilia, and others. Fast payment, and we take care of shipping/pickup. Email stewart@rscycles.com

Honda Service and Owners manuals wanted - any amount, any condition. Please call or text Paul at 415-637-8757.

Knee sliders: Chicken Hawk Racing Knee Sliders are longer lasting than ever!! Thicker and more curved than other brands, the strong Velcro allows excellent fitment to any brand suit. Black and white available. $35 Racer Price. www.chickenhawkracing.com. (845) 758-0700.

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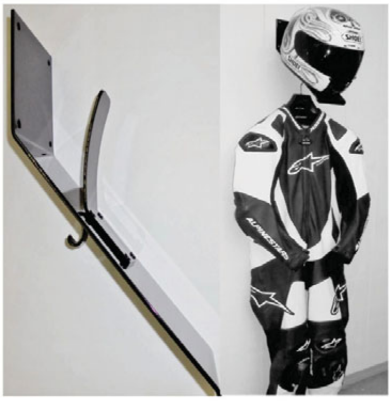

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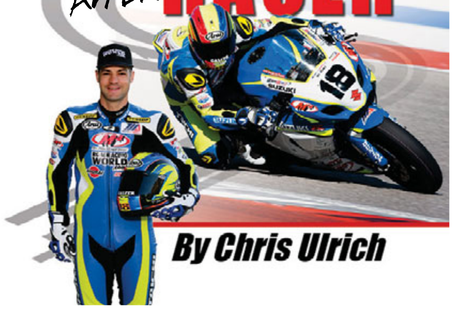

By Chris Ulrich

Aboard Tyler O'Hara's Super Hooligan title-winning RSD Indian FTR racebike during pre-season testing at Chuckwalla Valley Raceway. The set-up at Chuckwalla was a lot better than it had been at Buttonwillow. Photos by Garth Milan.

While riding Tyler O'Hara's Mission Foods King of The Baggers Championship-winning Indian Challenger took the spotlight at Chuckwalla, it wasn't the only bike I had the opportunity to throw a leg over during the day. (Before I go further, turn to page 18 to read all about riding O'Hara's Challenger.)

First up were a few laps on the 2023 Indian FTR Sport streetbike. It was my first time hopping on any of the V-Twin FTR models, so I missed the entire first generation of the bike. A version of the FTR is raced in the American Flat Track and the Super Hooligan National Series.

On the racetrack at Chuckwalla, the FTR Sport's performance was on par with others that fit into its space in the market. The engine has smooth power delivery and makes plenty of torque, but runs out of steam on the top end. On the chassis side, performance was typical of a hooligan-category bike. It lacked some cornering clearance, and I was scraping footpegs and the catalytic converter within a few laps. On the positive side, the front end had good feel and the rear slide was predictable. It was capable enough to have some fun on the track.

The Super Hooligan National Series-spec Indian FTR is a little more exciting to ride. I got a taste of Roland Sands' Super Hooligan during the Dunlop Q5 launch at Buttonwillow, but wasn't going to turn down another opportunity to ride a national championship-winning motorcycle. My laps around Chuckwalla on the bike were less wild than they were at Buttonwillow; the front ride height was 8mm higher and the wheelbase slightly longer, so the bike was less twitchy at Chuckwalla. I was comfortable enough to quickly switch the ECU setting from Standard Mode to the more aggressive Sport Mode. The bike was still short and tall, but much more manageable at Chuckwalla. The front felt stable at full lean, although it chattered through some of the faster corners, and the chatter was worse going to the left than it was going to the right. It felt like the chatter was coming from the rear of the bike, likely from the clutch set-up. It would start during turn-in, then the frequency got worse until I cracked the throttle, re-engaging the clutch and shifting weight off the front tire. The rear did offer good edge grip, but the slide was a little choppy as I picked the bike up and really got on the gas. This was no doubt due to the short swingarm. A big surprise to me was how physical riding the bike was for me. The tank sits low, and the seat is high, so there wasn't a lot of fuel tank for my legs to grip. I ended up putting a lot of weight on my arms and shoulders during the session. I'm on the tall end, so the bike might fit O'Hara and his teammate Jeremy McWilliams a little better than it fit me. Anyway, it was still capable and fun ripping around the racetrack on O'Hara's RSD FTR. It's no surprise the RSD Indian team has been winning Super Hooligan races and Championships.

Daytona is right around the corner as I write this column. Which means we are about to go MotoAmerica racing again. I can't wait to see the Super Hooligans and Baggers back in action on the high banks at Daytona. I'm sure the Indian vs. Harley-Davidson rivalry is going to continue to be fun to watch!

Daytona officially marks the start of the 2023 racing season for my family's Team Hammer. We're back running the Daytona 200 again with an ambitious, three-rider program. Richie Escalante, Tyler Scott, and Teagg Hobbs will take on the pack aboard our Suzuki GSX-R750s. We hope to redeem ourselves after our disastrous 2022! The boys are prepared and I have multiple back-up mechanics in place this time, just in case anybody on the crew has a melt-down and has to go to the medical center! We're all ready to bring the fight, and I can't wait!

See you at the track! **RW**

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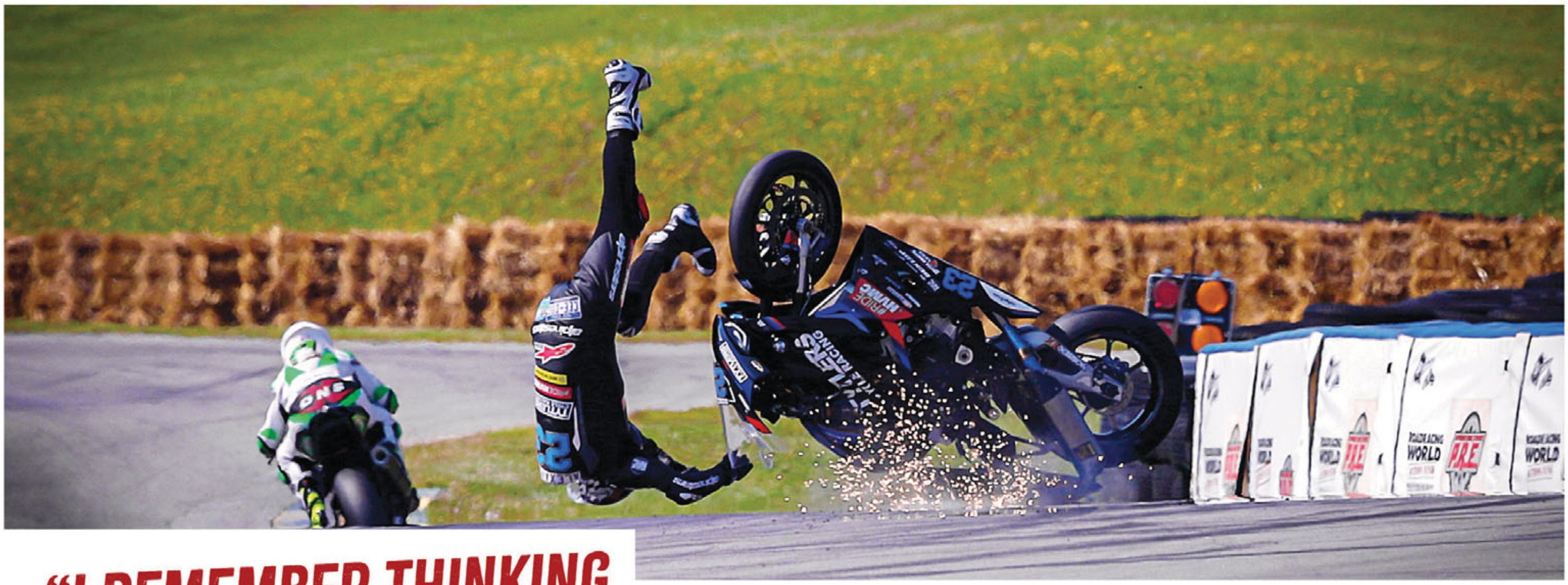
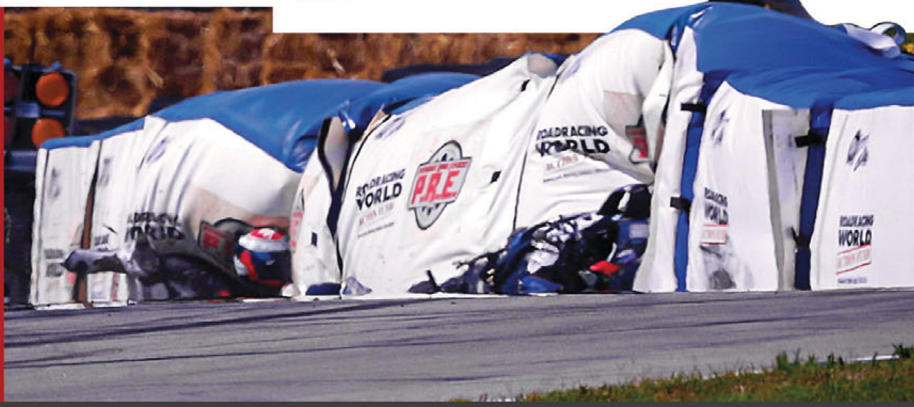


“I REMEMBER THINKING I Had It Saved & HOLDING ON TO IT…”



“…and that’s really the last thing I remember until waking up at the hospital. If the Airfence wasn’t there I don’t think I would be alive. I couldn’t imagine hitting a steel wall at that speed. Airfence is pretty amazing. It definitely could have been a lot worse.”

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